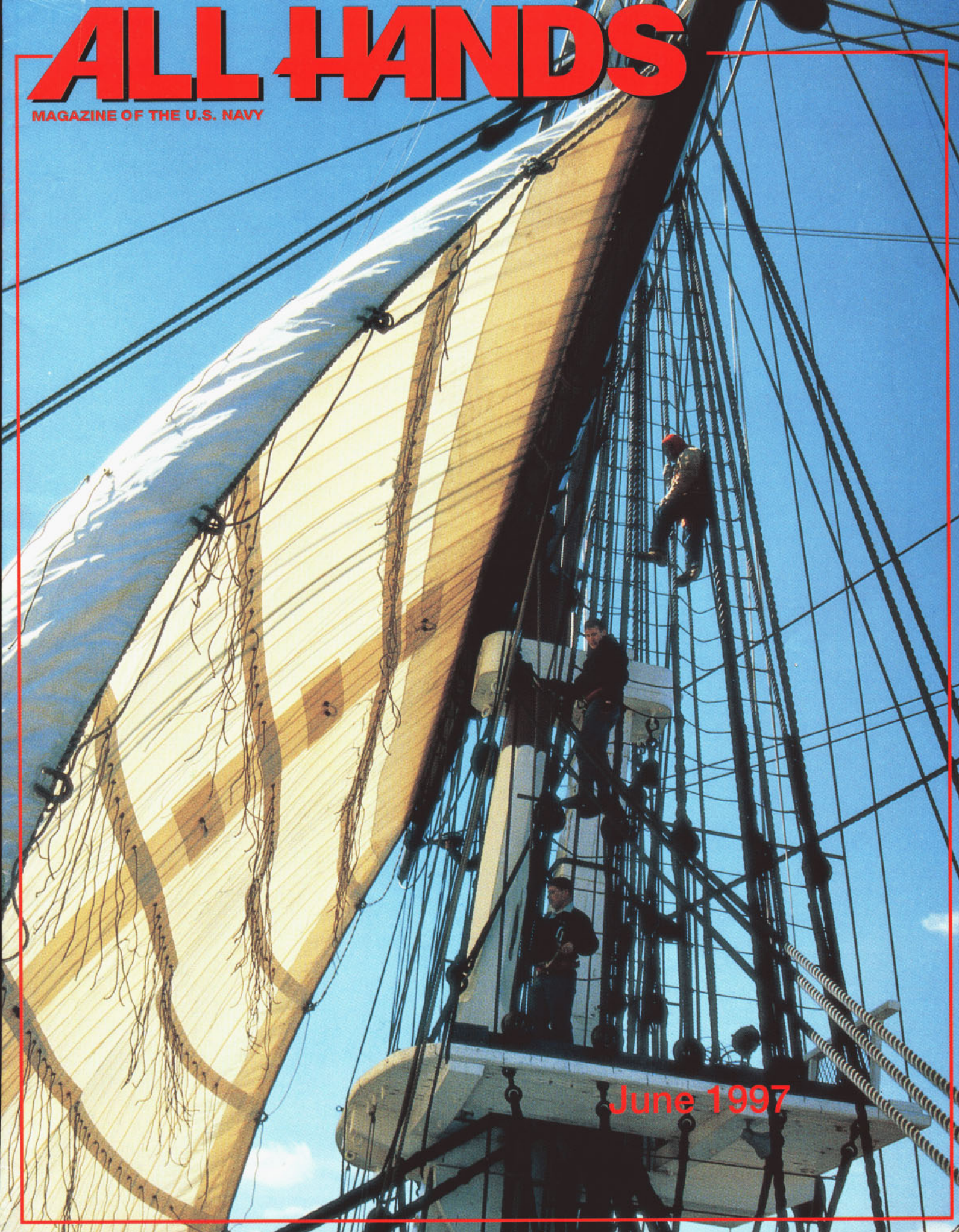


ALL HANDS

MAGAZINE OF THE U.S. NAVY



June 1997

CNO gives thumbs up to Super Hornet

Chief of Naval Operations Admiral Jay L. Johnson got a firsthand look at the capabilities of the Navy's new F/A-18E/F Super Hornet strike fighter from the controls of a two-seat "F" model during a flight at Naval Air Station Patuxent River, Md.

"It felt very good to be back in the cockpit," said Admiral Johnson. "I've flown them both [the F/A-18C/D and E/F]. As you walk up to the E/F, you feel like you're walking up to a Hornet aircraft. As soon as you light off the afterburner, take off and get airborne ... and look at the system response, you realize you're not in a Hornet any more."

The Navy's Super Hornet spans the tactical mission spectrum, from long-range, sea-based air dominance to "through-the-weather" deep strike interdiction. The Super Hornet will greatly exceed the capabilities of both aircraft it is designed to replace, as well as the aircraft it may meet on tomorrow's battlefields.



Photos by Randy Hepp
Graphic illustration by PH3 Sam Dallal

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Courtesy U.S. Naval Historical Center

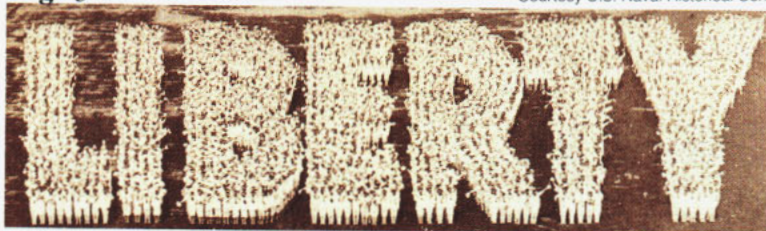


Photo by JO1 Ron Schaefer

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Flag Day is June 14. Do you know how to properly display the flag?

20 Old Ironsides to set sail after 116 years

USS *Constitution* sets sail in Boston Harbor in July after more than 3 years in the yards being restored.

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Sailors live in the past on board *Constitution*.

34 Road to citizenship long but worth the trip

Seabee fulfills his dream of becoming a U.S. citizen.

36 How many Sailors does it take to make an American flag?

In 1917, 10,000 Sailors formed a "living" flag on the Naval Training Station Great Lakes, Ill., drill field.

On the Cover

Sailors and civilians train together in USS *Constitution*'s new fore topsail rigging. *Constitution* is scheduled to sail this summer for the first time in 116 years. Photo by JOCS Cary J. Casola.

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HOT SHOTS

Stories by JO1 Ron Schafer and JO2 Rodney Furry

Photo by JO2 Rodney Furry



Hometown: Millerton, N.Y.
Duty station: Helicopter Squadron 8,
Naval Air Station, North Island, Calif.



Aircrew

Aviation Systems Warfare Operator 3rd Class (NAC) Tonilynn Brizzie

Swimming and being around water have been Tonilynn Brizzie's greatest pleasures for most of her life. When the time came to decide which branch of service to join, she did some homework. She concluded that to be in the water instead of on it, she would have to become a naval aircrewman.

"I was so proud when I pinned on these wings," she said. "At that moment I knew I'd made the right decisions and my hard work was paying off."

The 22-year-old Sailor recently completed her training at Search and Rescue (SAR) School, making her the first Pacific Fleet woman aircrewman to become a SAR swimmer.

"Wearing the aircrewman's wings and becoming a SAR swimmer proves to me that I can physically and mentally finish something challenging," said Brizzie.

Enlisted Seabee Combat Warfare Specialist

Engineering Aide 1st Class (SCW) Kenneth M. Tyler

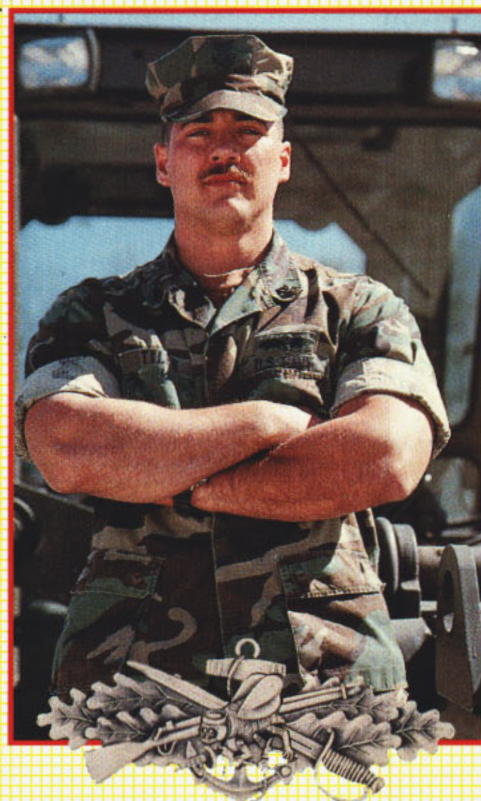
Getting in on the ground floor of anything can be a challenge. Just ask EA1(SCW) Kenneth M. Tyler. He earned his Seabee Combat Warfare pin as an EA2 in May 1994 while stationed in Port Hueneme, Calif.

At the time, the SCW program was still in its infancy. Tyler was the first E-5 in his battalion to earn the pin. Being among the earliest group of Seabees competing for the combat warfare pin made it more challenging.

"It was difficult because it was still a new program," explained Tyler. "There's a lot to it and it's detailed."

The hard work paid off. "It opened my eyes to parts of the Seabees that I never really paid attention to before," said Tyler. "Supply, for example. That's something as an EA that I don't do all the time. Same with safety because I'm not out on the projects all the time. So, it really showed me the wider spectrum of what Seabees do."

Photo by JO1 Ron Schafer



Hometown: Erie, Pa.
Duty station: Naval Construction Battalion
Unit 415, NAS Oceana, Va.

BLAZING THE TRAIL TO SUCCESS

Enlisted Surface Warfare Specialist

Personnelman 2nd Class (SW) Jimmy Dale Mariano

It takes a strong personal commitment and hard work to achieve the honor of pinning a Navy warfare device on your uniform. Many Sailors may never get started without a little encouragement and good leadership from a senior shipmate.

PN2(SW) Jimmy Mariano's story of how he got his warfare pin is a familiar one. A chief aboard his first ship gave him the encouragement and support he needed to buckle down for nine months and earn the badge of honor.

"I looked up to him like an older brother," recalled Mariano. "He pushed me to work on my PQS (personnel qualification standards) to get the pin early in my career."

Mariano thinks support from work center supervisors is critical to a Sailor's success in going for a warfare pin.

"[Sailors] can achieve this pin if they set their mind to it," he said. "But it makes it so much easier when supervisors give you a few hours a week to work on it. I owe them a lot because now I really feel the pride that goes along with wearing this pin."



Hometown: San Diego
Duty Station: USS Constellation (CV 64),
NAS North Island, Calif.

Photo by J02 Rodney Furry

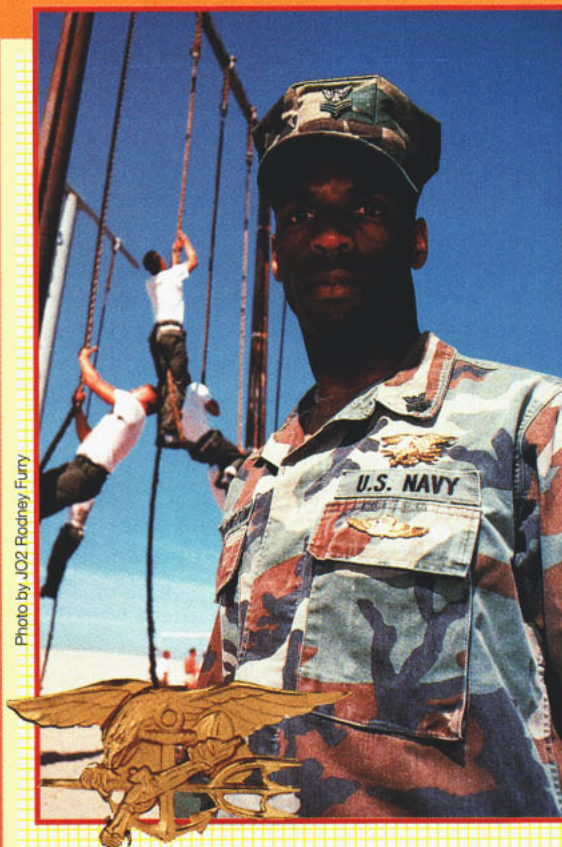


Photo by J02 Rodney Furry

Hometown: Baltimore
Duty station: Naval Special Warfare Training Command
Coronado, Calif.

Special Warfare

Hull Technician 1st Class (SEAL) Tomas S. Washington

Seeing the Navy SEALs' trident insignia on a fellow team member's chest says a lot to HT1 Tomas S. Washington.

"You haven't really earned the right to call yourself a SEAL until the CO pins this on you," he said as he pointed to the golden special warfare pin on his chest.

The 42-year-old has proudly worn the mark of a SEAL for 16 years. He still looks back at the day in 1979 when his skipper initiated him into the fraternity of frogmen.

"I felt like I had accomplished my lifelong dream," recalled Washington. "I wanted it so bad when I got to BUDS (Basic Underwater Demolition School); quitting was not an option."

The Special Warfare Trident is considered a badge of honor among the Navy's premier special warfare experts. The powerful appeal of such a hard-earned achievement has more and more Sailors going to the school for a shot at the distinguished warfare pin.

Scuba Diver

Hull Technician 2nd Class (DV) Gary Robinson

"I wanted to be a Navy diver from the day I enlisted," said HT2(DV) Gary Robinson. "There's nothing like diving the Navy way."

Robinson wears the "diving bell" insignia over his left breast pocket. He said, whenever he pins the warfare device on his uniform, he is reminded of the hard work it took to make it to dive school.

Robinson said physical training was the key. He spent almost a year working out at the gym and in the pool -- getting into the physical shape he would need to qualify for the intense six-week dive program in Hawaii. The training paid off when he was selected for a slot in the school.

The rest is history. Robinson is what and where he wants to be.

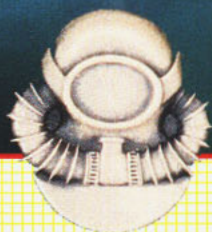
"I fought really hard to reach this point in my life," said Robinson. "To achieve my dream of becoming a Navy diver, I knew this is where I needed to be."

What's his advice for aspiring Navy divers?

"At some point during dive school, you will find yourself one day wanting to give up," said Robinson. "Don't do it. You'd just be letting yourself down."



Photo by JO2 Rodney Furry



Hometown: Portsmouth, Ohio
Duty station: Explosive Ordnance Disposal, Mobile
Unit 7, Naval Station San Diego



Hometown: Monroeville, Pa.
Duty Station: Fighter Squadron 101,
NAS Oceana, Va.



Photo by JO1 Ron Schaffer



U.S. Navy photo

Enlisted Aviation Warfare Specialist

Aviation Maintenance Administrationman 3rd Class (AW) Bryan B. Bundridge

AZ3(AW) Bryan B. Bundridge has been a member of the naval aviation community since he joined the Navy as an aviation boatswain's mate. His first duty assignment was aboard the amphibious assault ship USS *Wasp* (LHD 1).

It was as an airman aboard *Wasp* that Bundridge learned about naval aviation -- and where he got his pin.

"It was something I had to work hard to obtain," he recalled. "It wasn't just given to me."

Bundridge said he is quick to encourage his shipmates to go for their aviation warfare pin.

"Even if you're only in the Navy for a short time," he said, "you can take something with you that you can be proud of. As an E-3 on *Wasp*, I was recognized within my department and throughout the ship. That really made me feel good."



Hometown: Long Island, N.Y.
Duty station: Naval Security Group Activity, Rota, Spain
 (detached to Fleet Air Reconnaissance Squadron 6)

Aircrew

Cryptologic Technician (Interpretive) 1st Class (NAC) Lisa A. Taylor

To say CTI1(NAC) Lisa A. Taylor is motivated is putting it mildly. The 10-year veteran originally joined the Navy to fly aircraft, but strict eyesight requirements kept her from her lifelong dream.

She eventually realized her dream at her first duty station where she started hearing rumors of aircrew billets opening for women.

"I began trying to get aircrew orders," she recalled. "Things were opening up in 1988, but my daughter was born that year so I couldn't take the orders. On the very next set of orders I went aircrew."

Taylor, a self-proclaimed lifer, decided to become a naval aircrewman not only out of a passion for flying but to be more competitive for advancement.

Her first experience aboard an aircraft carrier came during exercise Joint Task Force 97-2 aboard USS *John F. Kennedy* (CV 67), homeported in Mayport, Fla. She flew back seat in an ES-3A *Shadow* with Fleet Air Reconnaissance Squadron (VQ) 6.

"It was the only chance I've had in my 10 years in the Navy to really serve in a tactical role," said Taylor. "There are only two women aircrew on this whole carrier and I'm one of them. I'm really proud of that. I wish everybody could experience this."

Submarine (enlisted)

Machinist's Mate Fireman (SS) Brian K. Warden

As a junior crew member aboard the *Los Angeles*-class attack submarine USS *Hampton* (SSN 767), MMFN(SS) Brian K. Warden is aware of the proud submariner tradition he has to live up to. He also knows being qualified is a big part of that tradition.

"The whole dolphin thing is about a sense of pride about yourself and respect among your peers," said Warden. "We're like a big family here, and I feel like I'm part of that family."

Warden said earning his dolphins makes him better on the job.

"I feel a lot more confident about things I do now," he said. "I feel I have more knowledge, and I'm capable of doing things I couldn't do before."

Warden said the key to getting qualified is persistence. "Don't slack off," he urged. "Keep at it, because if you keep at it, you can do it."



Hometown: Marietta, Ohio
Duty station: USS *Hampton* (SSN 767)



ESWS and EAWS: two Es that make for an excellent career

Story by JOSN Joseph Rehana, photos by PHAN Brian Hoosak

"They have to be interested. They have to want to know more. They have to be motivated to go out and get the information. They have to have above average initiative and motivation — I would say those are [the] key factors to getting their qualifications,"

—
Aviation Electronics Technician Chief (AW) Patrick A. Nisley,
Command Enlisted Aviation Warfare Coordinator,
USS *Independence* (CV 62).

The Enlisted Aviation Warfare Specialist (AW) and Enlisted Surface Warfare Specialist (SW) programs offer Sailors the opportunity to earn pins that mean they have fulfilled their qualifications.

Qualifications include knowing every system (from weapons to engineering, damage control to deck seamanship) and every rate (from boatswain's mate to machinist's mate, damage controlman to dental technician) on board your particular ship for ESWS, and knowing every system and rate that works with aircraft where you're stationed for EAWS.

ESWS and EAWS classes on board USS *Independence* (CV 62) are growing and turning out more qualified Sailors than ever before.

The EAWS program on *Independence* allows only E-5s and above to sign off requirements. This ensures that all candidates meet the minimum level of experience needed, according to Chief

► DS2 Chris A. Ekstrom from McHenry, Ill., (left) and ET3 Jarrod N. Mireles, of Beaumont, Texas, (center) review for an upcoming board exam with HT1 Vincent R. Hamilton of Stone Mountain, Ga.

● SH3(SW) Brandon J. Miller of San Jose, Calif., received his ESWS pin after three months of work.

Aviation Electronics Technician (AW) Patrick A. Nisley, the command EAWS coordinator.

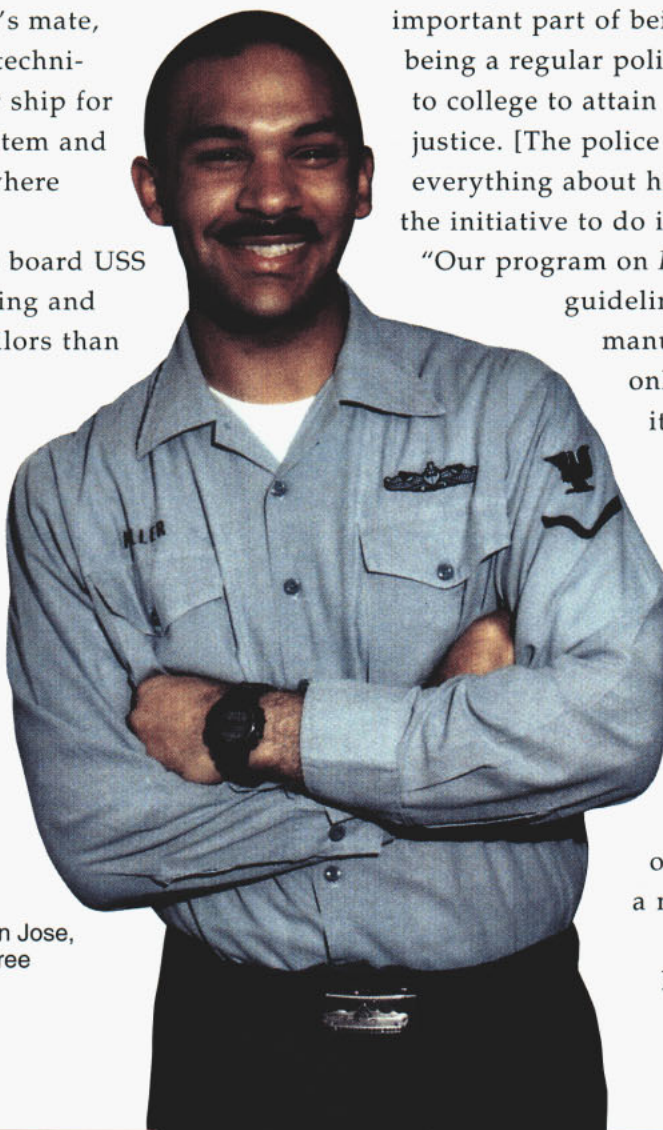
"We didn't go out of our way to make things harder. We went out of our way to make sure everyone received the same level of training," Nisley said. "By keeping the standards high, our [Sailors] get the most professional training possible."

Nisley believes earning a warfare pin is an important part of being a Sailor. "It's like being a regular police officer who goes back to college to attain a degree in criminal justice. [The police officer] wants to know everything about his work and puts [forth] the initiative to do it.

"Our program on *Independence* follows guidelines set by the training manual," said Nisley. "The only changes we can make to it to fit our needs is to make it more strict.

"The number doubles every year," said Nisley, a native of Monroe, Mich. "We have a 97-percent completion rate here. Right now we have 340 candidates on the rosters; of that, I'll only lose about one or two a month."

"Getting qualified for EAWS or ESWS adds two



"The standards we set today for tomorrow's Sailor are what will make or break the program."

— CDR James A. Maus,
supply officer
USS *Independence* (CV 62)

points to the final multiple scores of Sailors, but there is more to it than that," said Chief Electronics Technician Chief (SW/AW) Michael D. Wade, radar division chief and command ESWS coordinator. "It's a separation of your top quality people [from the rest].

"To become a chief petty officer nowadays, it's pretty much mandatory to have a pin," said Wade, a native of Eaton Rapids, Mich. "It's a part of being a Sailor."

The EAWS and ESWS programs use the Personnel Qualification Standards (PQS) manual as a workbook to track the progress of obtaining various degrees of qualifications. According to Naval Education and Training Manual 43390-C, the PQS book is, "... a compilation of the knowledge and skills required to qualify for a specific watch station/work station, maintain specific equipment or perform as a team member within your unit."

According to Nisley, people looking to begin the program may initially be turned off when they see the PQS manual. They can't believe the amount of information they need to learn.

"I tell them to break it down," he said. He has them pick a date when they want to get it done and divide the number of questions they need to do by the days they have within that time. "What they are doing is taking that big book and breaking it down into manageable parts," Nisley explained.

The first mess management specialist (MS) to receive a pin in the last three years aboard *Independence*, MS2(SW) Alfonso F. Andrada, finished his qualifications after working for the pin for two

years.

"It was a lot of hard work, a lot of studying in the library, and even putting cue cards on the counter while working to keep studying," said Andrada, the assistant watch captain. "I did it so I'd have more to offer when I went up for orders and to better my chances of getting what I want," explained the Jersey City, N.J., native.

"The hardest part was the oral board," said Disbursing Clerk 1st Class (SW) Renato R. Mayo, a native of Olongapo City, Republic of the Philippines. He received his pin after 11 months of classes and learning operations of everything from machine guns to engineering.

"I enjoyed the challenges of learning rates outside my own," said Mayo. "I feel now I will be viewed as a 'real' Sailor, someone who knows the ins and outs."

"For a lot of Sailors, this program is a real confidence builder," said CDR James A. Maus, supply officer aboard *Independence*. "It's good for the Navy, it's good for the ships, and it's good for the Sailors."

"The standards we set today for tomorrow's Sailor are what will make or break the program," said Maus, a San Jose, Calif. native. ‡

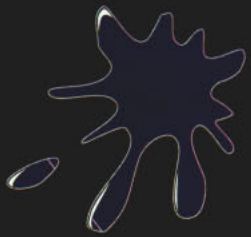
Rehana is a journalist and Hoosak is a photographer's mate, USS Independence (CV 62).




SK1 Bradley C. Rietz, a native of San Diego, has his ESWS pinned on by his department head, CDR James A. Maus. "It took nine months to accomplish it," said Rietz.



Don't give
up the
ship!





With his finger close to the trigger of his CO2 charged paintball pistol, Gunner's Mate (Guns) 3rd Class Mark Davis waits in the dark. He can't see the hatch in front of him, but he knows it's there because his free hand is on the dog.

He can't see his buddies around him in the pitch-black passageway, but the hand lightly gripping his shoulder reminds him that his team is also there.

Only a few muffled sounds reveal that someone's behind the hatch. With a hard shove, the six teammates somehow slip through the narrow opening all at once, and their decision whether or not to fire on its inhabitants is made in the split second it takes them to light up the compartment.

In the short burst of gunfire and apparent chaos that follows, an armed terrorist is subdued and a scared hostage saved. The room goes dark again as someone declares, "We own it!" The team moves on quickly and silently to secure another compartment.

Surviving an aggressive room entry and making split-second decisions are just a few of the intense skills Sailors are learning during the Shipboard Security Engagement Weapons and Tactics (SSEW/SSET) courses at San Diego's Fleet Training Center.

Using a realistically aggressive approach to learning that involves paintball guns, a lot of ammunition, and a healthy dose of adrenaline, Security Forces Training Director Ken Good and his staff of eager gunner's mates and Navy SEALs are showing Sailors how to forget what Hollywood has taught them about being a hero, and protecting their ships from terrorist threats without getting anyone hurt.

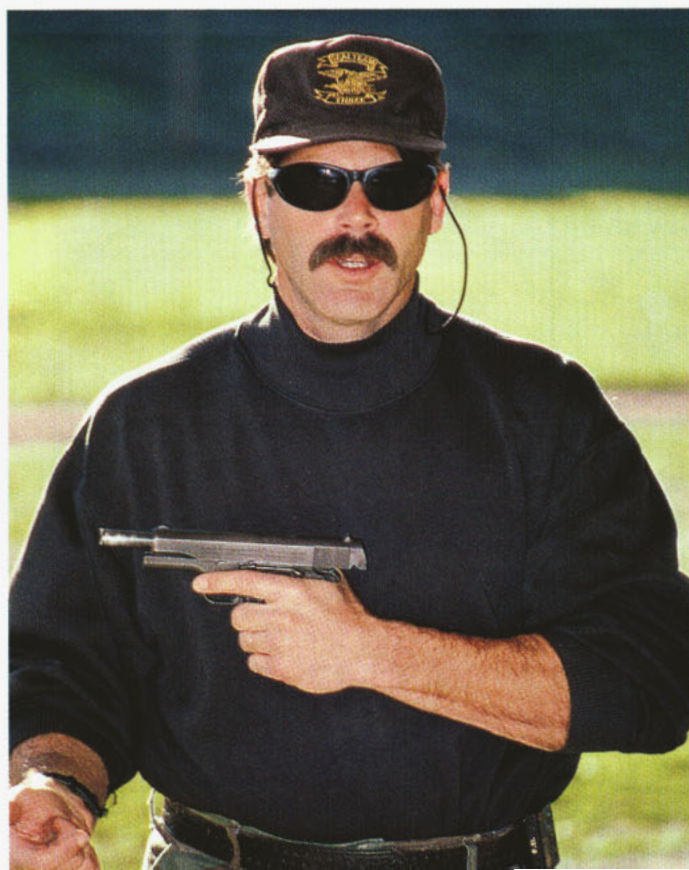
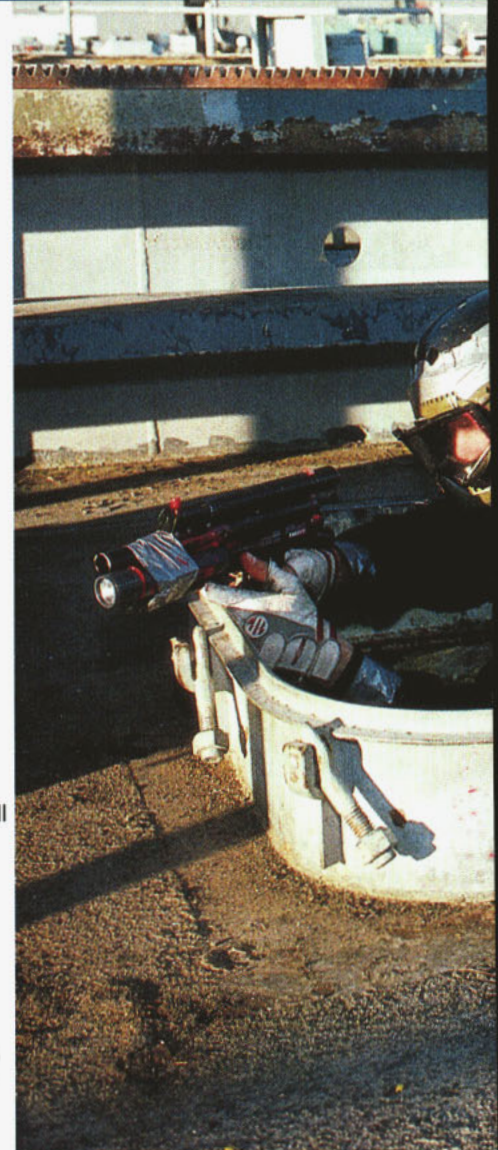
"It's been shown that when you have adrenaline attached to an experience, you have a much deeper memory of it," said Good. "Put simply, when you have the fear of getting shot in a hail storm of stinging paint pellets, you're less likely to do something stupid."

"I'm looking forward to going back to my ship and sharing with my teammates what I've learned about things like tactical movement, how to handle weapons, contain prisoners, etc.," said Davis, a security force member aboard USS *Duluth* (LPD 6),



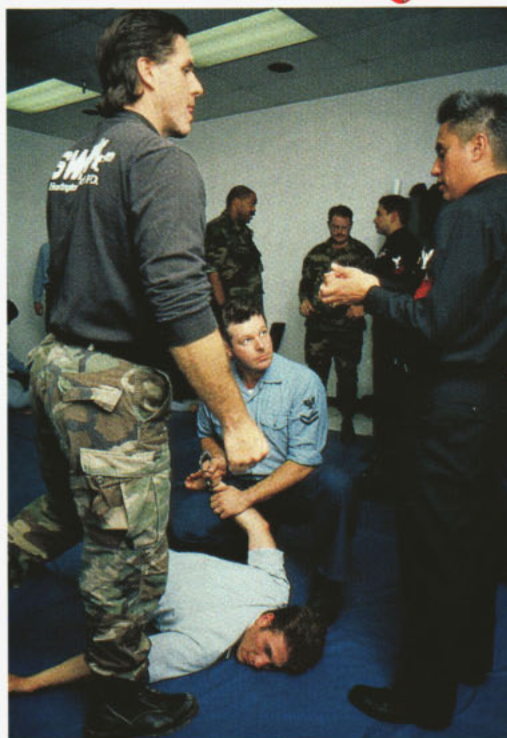
Students learn very quickly that the paintball gun is not a toy but rather a key survival tool in the scenarios they're put through.

Dave Maynard, a civilian instructor breaks down the finer points of handling a .45 caliber pistol in a high-stress environment.





▼ Bad guys usually don't like to be handcuffed, making it a tricky maneuver that requires a few special skills.



during a topside debrief. "More importantly, though, this class has taught me how important the team is. It's all about working together and not thinking about security movements from an individual's point of view," he said, as he wiped away sweat and paint from his safety mask – a painful reminder of the enemy's ruthlessness.

Dave Maynard is an active reservist with SEAL Team 5 at NAB Coronado, Calif., and the course coordinator for the SSEW and SSET courses. For more than 10 years, he's been using his experience and paintball guns to give fleet Sailors a stinging reminder of how painful life can be if you're careless in a shipboard gunfight.

"[People] who come to these courses bring with them a lot of negative programming. What we do is reprogram the computer by peeling away all of that Hollywood stuff so they realize that it doesn't work," Maynard said.

The best way Maynard has found to reprogram the students' "computers" is through a two-week regimen that starts with a week of handling and shooting the real thing. The Weapons Course (SSEW) portion offers Sailors a chance to use handguns and shotguns in a tactical environment apart from the traditional range shooting most are familiar with.

"I feel a lot more confident in my ability to shoot in a tactical situation that involves obstructions and other people. When you're just qualifying, all you're doing is shooting at a standing target," said FC2(SW) Lewis Cole, a security team member aboard *USS Lake Champlain* (CG 57).

There's not much standing around going on during the weapons course. Most of the drills start with a 100-yard dash that gets your heart rate and adrenaline up close to where it would be in a real firefight. Students learn fast that target selection

and proper handling have to be second nature when they're disoriented and huffing for a breath.

"I've learned a lot about how to carry a weapon in a high stress situation," said Davis, "so I'm always close and at the ready, but not putting my teammates in my line of fire."

Although the two classes are taught separately, the SSET course is recommended for the second week of training. Live targets and paintball guns are used for this portion of the course.

"There's nowhere else in the Navy where you'll get to make a shoot/no shoot-decision in a dynamic three-dimensional environment," said Goode in his affirmative, tactical style. "This course puts you under duress and forces you to make those critical decisions."

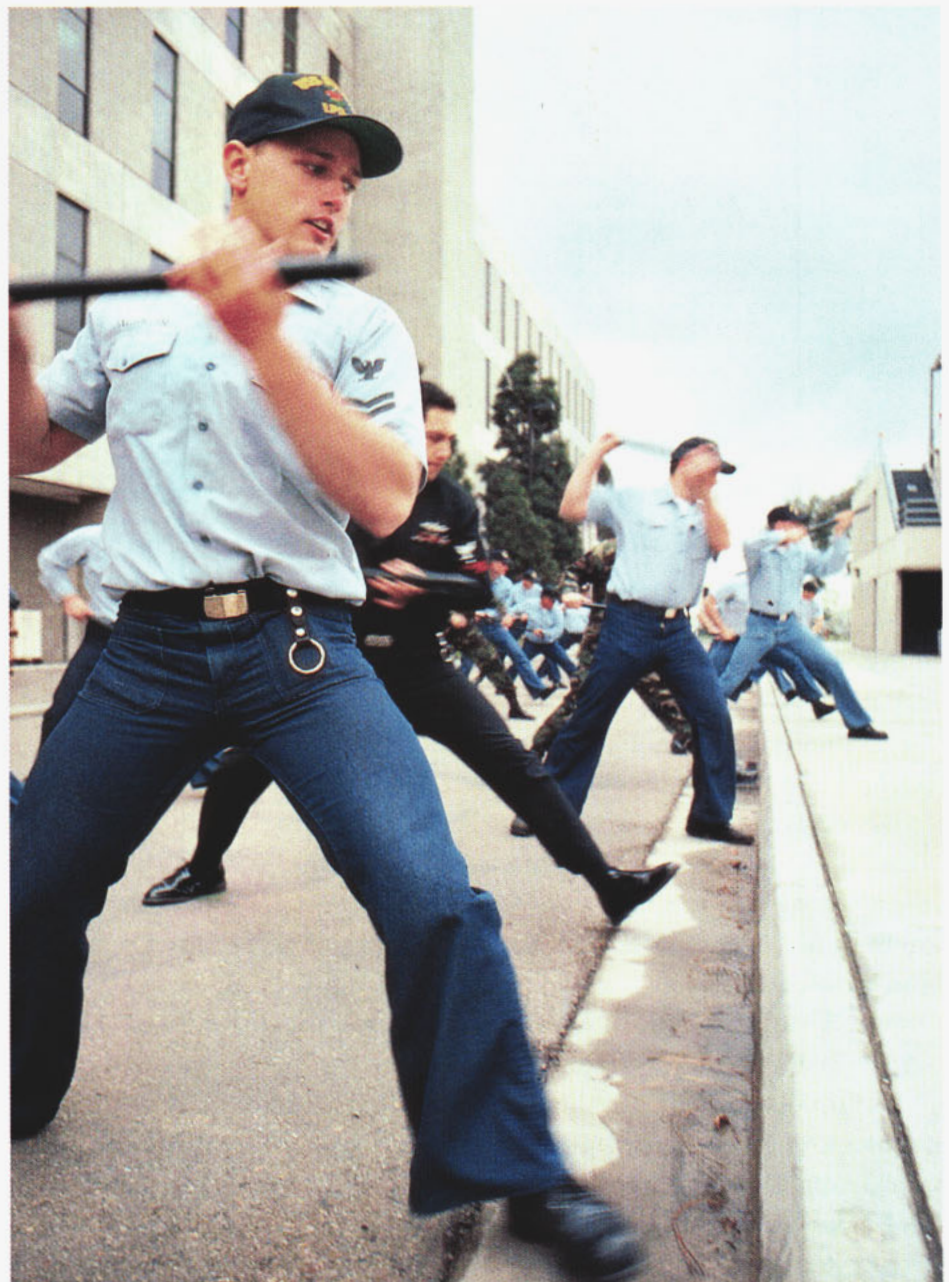
The Tactics Course (SSET) portion takes the Sailors through an endless barrage of realistic scenarios aboard the retired dive ship, *USS Elk River*, which must be the unluckiest ship in the fleet, judging by the constant brutal attacks it suffers at the hands of the "terrorists." A week of multi-colored paintball barrages make the ship's bulkheads look like they should be hanging in a museum of modern art. While it may seem like fun and games to most, the course instructors frown on the idea that the paintball guns are toys.

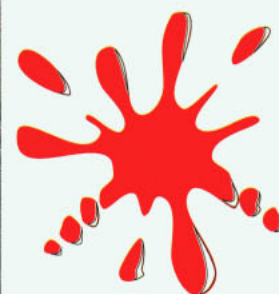
"Some of the scenarios we do, and some of the attacks that happen [on the ship] are absolutely vicious, so these guys will realize how deadly this is. This



● It's not safety in numbers as much as it is advantage through superior firepower.

▼ Learning to use a baton is essential to all watch standers because sometimes that's the only defensive weapon you have.





▲ Each student shoots almost 300 rounds of ammunition during the one-week SSEW course.

◀ A large supply of paintballs is available to Sailors.

isn't a game," said Maynard.

Most of the scenarios place the instructors

in the role of "terrorists" who wreak havoc on the small ship, taking hostages and creating a general air of mayhem. During the course of the week, the students are tricked, lied to, peppered with paint balls and generally humiliated while learning just how bad a bad guy can be.

"We want our students to learn to think like bad guys when they're in situations like these," said SSET instructor GMC(SW) Michael Graham, "You have to say to yourself, 'I know this guy is going to make life as miserable as possible for me. Now, if I were him, how would I do that?'"

According to Goode and his staff, most Sailors have a functional level of experience with the small arms used in ship's security, but haven't been thoroughly tested in close-quarters situations. But

that doesn't mean they don't have the guts to step into a dangerous situation if it means protecting their ship and shipmates.

"I've always been impressed with the fleet Sailor," Maynard said. "I don't know where the Navy gets them. I guess it's the basic

American nature. Americans have always been notoriously courageous combat fighters, so I think (this course) just sparks their confidence." His theory about the fleet Sailor's potential has apparently been tested by the best. One of the popular stories told around the school is about the class that defended USS *Elk River* against a Navy SEAL platoon and sent them packing with a hard-learned lesson in deck pugnacity.

Maynard laughs with pride when describing what his students can do after a week of grueling scenarios, "When I'm playing the bad guy, my favorite death is from a rain of paintballs from two or three students at once, because if they can kick my butt, I know they can do it to someone threatening their ship." ‡

Story and photos by JO2 Rodney Furry, a San Diego-based photojournalist assigned to All Hands.



Make summer a big splash

Story by JO3 Raina Williams

Every summer, thousands of Sailors take to the water for recreation, relaxation and sport. Since water is enjoyable, it is sometimes easy for us to take its hazards for granted. There are many injuries ranging from cuts and scrapes to broken bones and permanent disabilities that can happen because of irresponsible use of alcohol and waterplay. Drowning, as well, is a leading cause of death, especially among young people.

Most of us know how to swim because of our sea service job. Many of us do not, however, know our limits and how to swim safely. The best swimming spots have lifeguards and posted swim areas. If there isn't a guard and you decide to take a chance, look for clear water, low waves and banks so it's easy to get out.

If you're lucky enough to have access to a pool, make sure there are posted rules and a fence at least 5 feet high securing it. It's also a good idea to have a clear view of the pool from your house.

Just like traveling on an unfamiliar street, you should never swim alone or in the dark. What if you get tired while swimming a long distance? It's smart to have someone there to help. Always remember there is safety in pairs.

Boating and fishing should receive the same care as swimming.

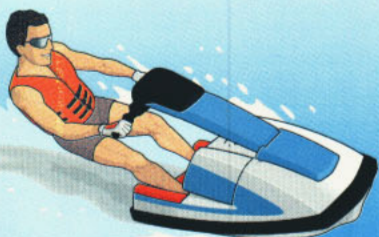
Before stepping foot on a recreational boat, you should tell a friend or family member staying ashore what your boating path will be, just in case they need to reach you in an emergency.

According to Coast Guard officials, most boating accidents and fatalities are preventable. The key to water safety is knowing boat-handling procedures. Officials advise boat operators to make sure everyone in the boat wears a Coast Guard-approved personal flotation device (PFD). The Safety Commission recommends the following water safety tips:

☛ If you have a "daysailer," practice capsizing in a shallow inlet to learn how to handle unintentional dunking. Most importantly, wear a PFD that lets you bend quickly to avoid a swinging boom.

☛ Many Sailors say kayaking can be very relaxing, but when rough currents come, you must be able to "brace" your kayak against the water with your paddle. According to safety experts, wearing a helmet and wet suit can protect the body from cold weather.

☛ When sailing, you should always wear shoes with good traction and wear a wet suit. Wind on wet skin can cause hypothermia even on warm days.



⊕ Make sure you know how long it takes to stop your boat. Never pass between a skier and towboat. Just like kayaking and sailboarding, a wet suit should always be worn to insulate the body.

⊕ Follow the traffic pattern set by other skiers, which is usually counterclockwise. Have at least two people in the boat: One to steer and one to watch the skier. Always know and use hand signals.

⊕ The Red Cross says you should attach a whistle to your PFD to alert fellow canoers of any problem. Run whitewater in groups of at least three canoes.

⊕ Even the most experienced divers use the buddy system and dive with another experienced diver. If you decide to handle any of the animals or rocks while diving, wear gloves. Flag the center of your diving area.

⊕ Accidents can still happen even if you're safety conscious. Prevention is always the key, but water lovers should be prepared just in case problems surface.

⊕ If you're about to fall in the water, the American Red Cross suggests you cover your face and hold your breath. This will help prevent the "gasp reflex." Stay calm and tread water if you don't have a PFD, and don't try to swim to shore. Keep your clothes on. They will help you float and keep warm.

⊕ If you've fallen from your boat, stay with it, even if it's capsized. Use the HELP (Heat Escape Lessening Position) if wearing a PFD. Cross your arms and place hands on shoulders or neck with ankles crossed. Bring your knees up to your chest.

To find the best information about water safety, start with your safety office. They may even have short films to show actual procedures. If you need to become a better swimmer or would like family members to learn, the American Red Cross offers classes throughout summer. The Coast Guard also gives excellent advice, especially on boating safety. Make a few phone calls, take a water safety class and learn more about water and boating safety before you hit the waves. Happy Sailing! ‡

Williams is a journalist for All Hands magazine.


Boating safety equipment

- a fire extinguisher;
- a first-aid kit;
- a whistle or horn;
- paddles or oars;
- flares;
- anchor and line;
- a waterproof flashlight;
- extra clothing, blankets;
- emergency food and water;
- a bucket, scoop or other bailing device.



Star-spangled manners

As we get closer to Flag Day (June 14) and Independence Day (July 4), it's a good time to remember how to display the flag. And if you have forgotten what to do when the flag passes by in a parade or is raised at a baseball game, here's a few pointers.



Salute the flag when it is six paces from the viewer and hold it until the flag has passed six paces beyond. **Salute the flag** at the first note of the National Anthem and hold the salute until the last note is played. **Never use the flag as a decoration** — use bunting.



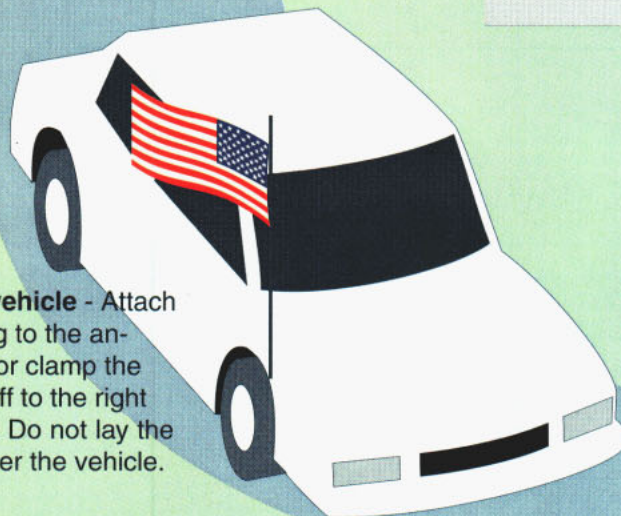
When marching - Carry the flag on the right in any procession or parade. If there are many other flags, carry the flag in the front center position.



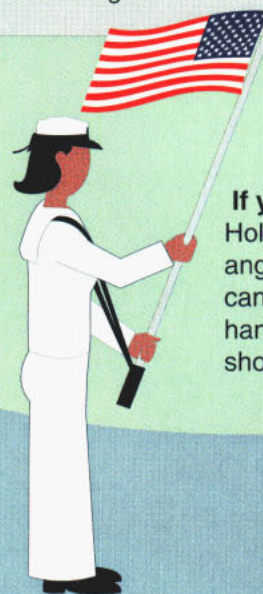
Multiple staffs - If you display the flag on a staff with other flags around it, place the flag at the center and highest point. **Crossed staffs** - Keep the flagstaff higher and on its own right.



On a Casket - Drape the flag with its canton at the head and over the left shoulder of the body. Do not lower the flag into the grave.



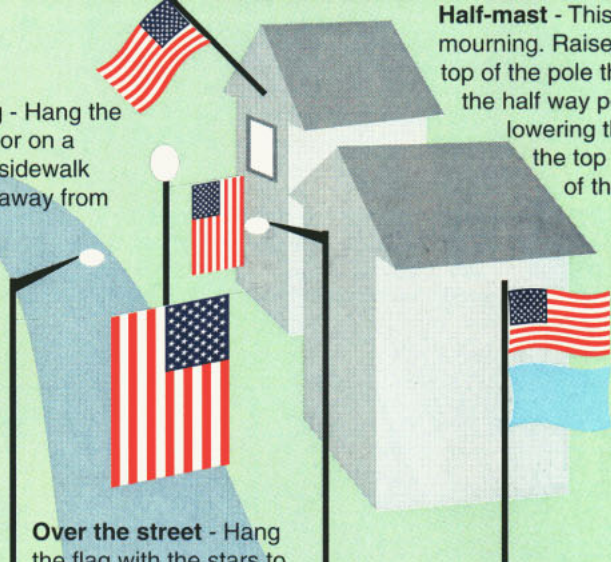
On a vehicle - Attach the flag to the antenna or clamp the flagstaff to the right fender. Do not lay the flag over the vehicle.



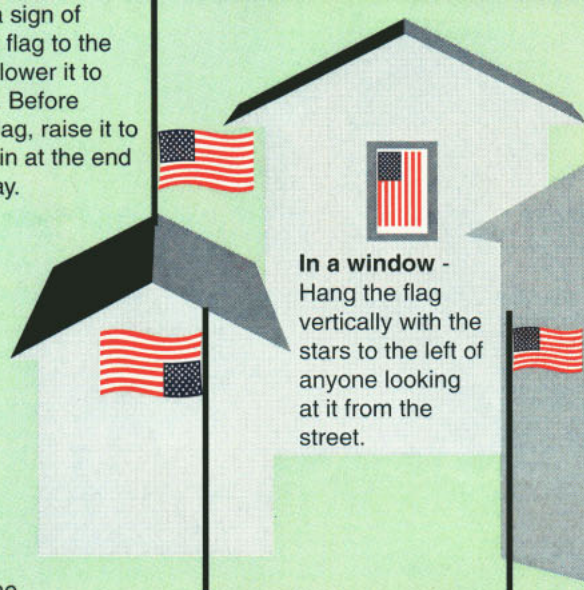
If you are carrying a flag - Hold the flag at a slight angle from your body. You can also carry it with one hand and rest it on your right shoulder.



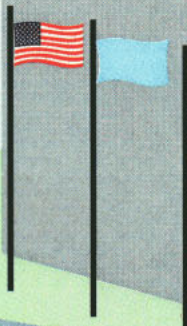
On a building - Hang the flag on a staff or on a rope over the sidewalk with the stars away from the building.



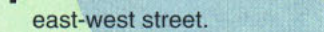
Half-mast - This is a sign of mourning. Raise the flag to the top of the pole then lower it to the half way point. Before lowering the flag, raise it to the top again at the end of the day.



In a window - Hang the flag vertically with the stars to the left of anyone looking at it from the street.

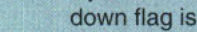


Over the street - Hang the flag with the stars to the east on a north-south street or north on an east-west street.

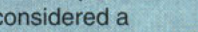


Above other flags - Hang the flag above any other flag on the same pole.

Upside down - An upside-down flag is considered a distress signal.



Other flags, separate poles - Hang all flags on equal poles. Hang the U.S. flag on its own right, hoist it first and lower it last.



Behind a speaker - Hang the flag flat on the wall. Do not decorate the podium or table with the flag. Use bunting for decoration.



Next to a speaker - Place the flag in a stand on the speaker's right. Use the same placement for a religious service



In a hall or lobby - Hang the flag vertically across from the main entrance with the stars to the left of anyone coming through the door.

When in civilian attire - MEN remove hats and hold at left shoulder with hand over heart; without hat, place right hand, palm open, over heart. **WOMEN** should place right hand, palm open, over heart.

When in athletic clothing, face the flag or music, remove hat or cap and stand at attention; a hand salute is not given.



Source: Our Flag, U.S. Congress.



HUZZAH!

USS Constitution Sails Again

This year America's undefeated champion and the nation's oldest commissioned warship afloat, *USS Constitution*, will celebrate her 200th birthday. To commemorate this historic landmark, *Constitution* will set her sails and catch the wind for the first time in 116 years.

On July 21st, *Constitution* will set six new, custom-made sails and head into Massachusetts Bay for a five-mile, hour-long voyage. Although *Constitution's* actual route will depend on prevailing winds, her planned course is toward Marblehead on Massachusetts' North Shore. If conditions are unfavorable on the 21st, she will keep trying from July 22-25.

Launched in 1797 in Boston Harbor, *Constitution* gained her celebrated international reputation because of her daring battles against the British during the War of 1812. She never lost a battle in her career and no record exists of an enemy shot ever penetrating her wooden hull — up to 25 inches thick in places — a fact that earned her the nickname "*Old Ironsides*."

"The ship is a national treasure," said CDR Michael



Photo by JOCS Cary J. Casola

▼ BMC Joseph Wilson, *Constitution's* command chief, dressed in an 1812 uniform, keeps an eye out for navigational hazards during a training cruise.



US Navy photo

Beck, *Constitution's* 64th and current commanding officer. "By many measures, *Constitution* is as strong as she was 200 years ago, as are the American values and ideals the ship represents. Sailing her is our way of thanking Americans for maintaining the ship and for holding dear the values and ideals she represents as we enter the next millennium."

Constitution's 44-month restoration and rehabilitation was completed in 1996. The ship was restored to the most historically accurate state during this century, just in time for her 1997 Bicentennial. Using state-the-of-art testing methods, the Navy determined the ship could sail safely. It is fitting that the most sophisticated techniques available today were applied to *Constitution*. In her day, *Constitution* was the most technologically-advanced ship of her class.

On board for the July 21st sail will be the 60 officers and crew of USS *Constitution*, 35 civilian

►SN Gary Stetkar (front) and SN Jason Smith (middle) brace the foremast top yard during sail training.



▼ *Constitution* Sailors and NHC Det. Boston ship riggers furl the mizzen topsail.



members of Naval Historical Center (NHC) Det. Boston and 30 to 40 U.S. Naval Reservists who will join the crew full-time for training in the beginning of July. All will undergo rigorous training to prepare for this sail of the century. *Constitution's* crew and NHC Detachment Boston personnel have received hands-on instruction on board both USCG *Eagle*, the Coast Guard's famous training barque; and HMS *Bounty*, a wooden, square-rigged tall ship, homeported in Fall River, Mass., as well as at the Courageous Sailing Center in the Charlestown Navy Yard. Intensive, five-day-a-week, pier-side training on *Constitution* began in March and will continue right up until the targeted sail date.

July 21st is a day *Constitution* Sailors are anxiously awaiting. "The day we make history is going to be a great feeling. To actually be one of the members of the crew to go out and man

the line, rig the sails and actually take her out and sail her is going to be a big event for me and for the whole world," said Construction Electrician 2nd Class Travis R. Rogers, *Constitution's* repair department electrical supervisor.

USS *Constitution* originally sailed with 36 sails. For this historic sail, she will hoist the six sails she normally used leading into battle.



US Coast Guard photo

Funding for the making of the sails, and other necessary items to set sail, comes from public contributions. The "Old Ironsides" Pennies Campaign is modeled after the original "Penny Campaign," a two-year effort begun in 1925 to

raise funds for *Constitution's* 1927-1931 restoration.

Thanks to the success of the current campaign, *Constitution* will be outfitted with a complement of six new sails. NHC Det. Boston, the civilian arm of the Navy that oversees *Old Ironsides'* preservation, is manufacturing two of

▼ *Constitution* Sailors spent time at sea on USCG *Eagle* learning the theory of square-rigged sailing, then putting it into action.



the hand-cut, hand-roped sails. Sail makers Nathaniel S. Wilson, of East Boothbay, Maine, and James Brink of Brooklyn, N.Y., will deliver the other four.

Working with the sail makers is Dick Wallace, NHC Det. Boston production manager and master rigger. He explained the biggest challenge is interpreting the plans they are using to determine the dimensions of the sails. "Just imagine — you want to make an engine for an existing Model 'T' Ford body. You have a decision: to construct the engine from a newly-developed set of plans or from the original plans. The decision made for the sails of 'Old Ironsides' was to use the original plans."

These sails are made historically accurate with a twist. Instead of making the sails of flax, like the original sails of that era, these are made of OCEANUS, a synthetic which closely resembles natural canvas but doesn't absorb moisture like natural fibers, making it lighter. The lighter weight will allow the sails to be hoisted using a crew of approximately 150 Sailors. In her sailing days, it took a crew of up to 300 Sailors to hoist sails, depending on weather or the situation. "Intense research makes us confident," said Wallace, "that the sails will power 'Old Ironsides' to her future."

As Old Ironsides turns 200 on Oct. 21, 1997, CDR Beck firmly believes *Constitution* can act as a catalyst for a national dialogue on citizenship, and she can once again play a significant role in the nation's present and future. His hopes are that during the next two years Americans will ask themselves, "What are my duties as a citizen?"





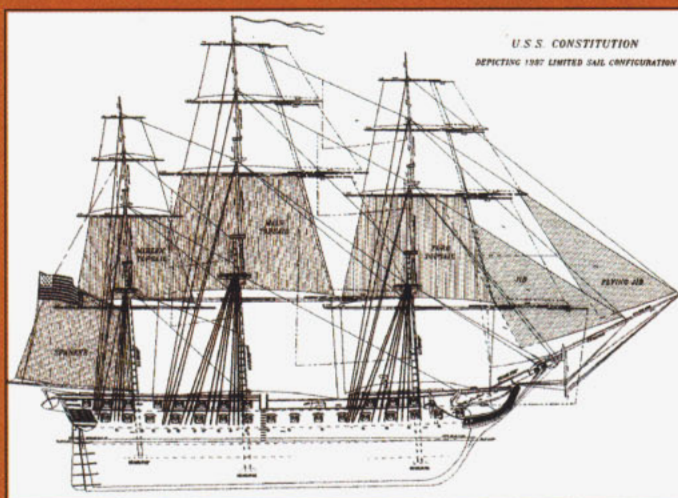
Photo by JOCOS Gary J. Casola

◀ *Constitution* is a 175-foot-long frigate, with a beam of 43 feet 6 inches and a displacement of 2,200 tons. She was armed with 44 guns and often carried more. When fully rigged she carried 36 sails and could reach speeds of more than 13 knots. "Catheads" were used to secure the ship's heavy anchors.

The USS *Constitution* Museum is enlisting the help of educators nationwide in this effort and will be distributing an interdisciplinary curriculum, "USS *Constitution* — America's Enduring Legacy," in the 1997-1998 academic year.

"We want *Constitution* to act as a living reminder of the principles and ideals that ennoble this country and as a reminder of all of the dedicated citizens who came before us and who kept that spirit alive," Beck said. "*Constitution* represents the past on which our future is built." †

Compiled from Constitution Chronicle, Newsletter of the USS Constitution Museum and releases from USS Constitution public affairs office.



'Old Ironsides' sails in '97

In this line drawing of USS Constitution, the sails that will be manufactured for the 1997 sailing have been shaded. They are – innerjib, fore staysail, fore topsail, main topsail, mizzen topsail and the spanker.

Photo by PH1 Dolores L. Anglin



It's a job unlike any other in the Navy. It gives you the opportunity to learn where the Navy came from, while you learn to sail a 200-year-old wooden ship, climb wooden masts, get dressed up in 1812 Sailor uniforms and give tours of the Navy's oldest commissioned warship.

It's a chance to become not only a Sailor in today's Navy, but a Sailor of yesteryear's, by serving on USS *Constitution* in Boston.

"We wear the 1812 Liberty Uniform when we're on duty giving tours to the public," said Storekeeper 3rd Class Norman Tregenza. "This is so the visitors of USS *Constitution* can have a better idea of what Navy life was like back in 1812."

Like the Sailors of yesteryear, today's crew of 52 must be able to climb the ship's rigging to get to the top of the main mast that reaches 220 feet above the sea. For some that means getting over a fear of heights.

Seaman Shawna Roach recalls her first time scaling the rigging. "I looked down, knowing I couldn't turn back because people were coming up behind me. I'm kind of scared of heights but once I got up there it was like, 'Wow,'" said the jubilant Waterloo, N.Y., native.

According to Roach, Chief Boatswain's Mate Joe Wilson, *Constitution's* command chief, has a great policy dealing with people who are scared of heights.

◀ *Constitution* Sailors and NHC Det. Boston ship riggers scale the yard-arm to begin furling the fore topsail.

Photo by JOCS Gary J. Casola

"He makes it a goal to inch your way up," she explained. "If you can only go halfway that's fine. Next time go a little higher."

For others like SN Jeffrey P. Simpson, climbing the rigging and working the sails has become second nature. "It's a complete adrenaline rush up there," said the Cox's Creek, Ky., native. "You're up there working, constantly learning new things," he said. "I feel good when I'm up on the yard-arm and the people below are watching me in amazement."

Approximately 3,000 visitors cross the brow each day for a chance to step back in time and hear about the great sea battles that make Old Ironsides a legend.

"She was involved in 42 engagements and was victorious 42 times," said Tregenza. "She sank 19 enemy ships and captured 42 others. She is Boston's only undefeated team," Tregenza explained to the crowd of visitors. The crowd laughed heartily at the undefeated joke.

Constitution
Sailors are more than just tour guides, they're teachers too.

"They're more than one of the Sailors from the past," said Wilson. "Instead of, 'I'm

telling you what happened in 1812, I'm telling you what we are today,' and we're just continuing on with the tradition."

It's the aspect of learning and teaching the Navy's heritage that Simpson likes best.

"You learn where the Navy comes from. Why you have a flap on your dress uniform. Why you wear a neckerchief. Why you have three white stripes on the ends of the sleeves of your dress blues," Simpson explained. "You really learn a lot about the history and you understand the Navy better.

Preserving 200 years of U.S. naval history and tradition is no easy task, especially when you consider the average age of the crew is 20 years old.

To help them qualify as 1812 tour guides, Sailors are required to memorize a 15-page script. But most Sailors can't learn enough about Old Ironsides.

"We went out and purchased \$500 worth of books on *USS Constitution* for the crew's library," said Wilson.

"Right now I have only three books left, so all the other ones have been checked out," he said. "It's really exciting to see the crew so interested in their ship and their Navy."

***"It's a complete
adrenaline rush
up there!"***

— SN Jeffery P. Simpson

USS CONSTITUTION



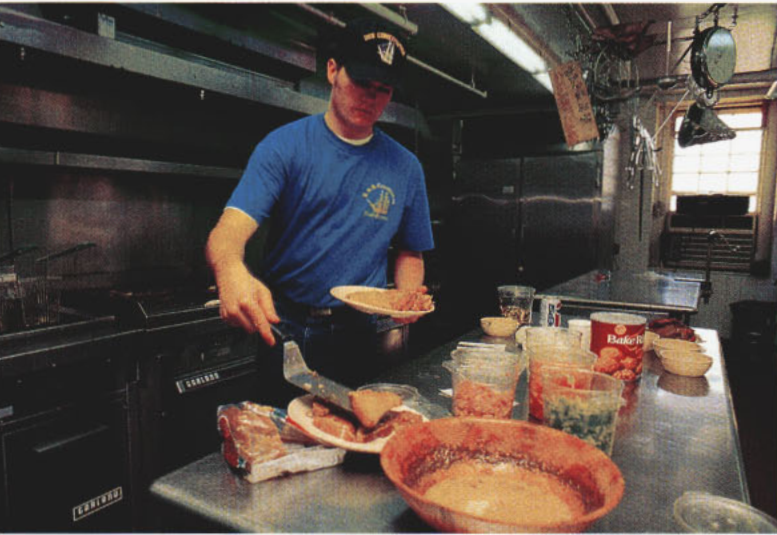
Photo by PH1 Dolores L. Anglin

DC3 J.D. Neal, dressed in an 1812 uniform, describes key features of *Constitution's* masts and rigging to a group of visitors.

The Crew

Story by JO2 Chris Alves

▼ When SN Chad Fox isn't conducting tours on board *Old Ironsides*, he prepares meals for the ship's officers and crew.



The homework that's done by *Constitution* Sailors pays off when it's time to face the multitude of questions visitors fire at them.

"How did the ship get the name of Old Ironsides?" a boy asks. SN Steven N. Hetzer, dressed in 1812 garb responds, "On Aug. 19, 1812, under the command of Isaac Hull, *Constitution* sank the British frigate *Guerriere* off the coast of Newfoundland.

"It was during this battle that British cannonballs were seen to bounce off her sides, causing a seaman to cry 'Huzzah, her sides are made of iron,' and that's how Old Ironsides earned her nickname," said the Bethel, Ohio, native. The boy smiles and says, "Wow that's cool!"

The crew's presence in Boston isn't limited to the decks of USS *Constitution*. They represent the Navy by performing at events throughout the city, including Color Guard duties at sporting events like Boston Red Sox and New England Patriots games.

"We do a lot of community projects on the ship, but we also get out and show our support in places a lot of people can see," said SK3 Brad Gardiner, a Dennis, Mass., native.

"It's history. They're living history. It's so American, just like baseball," said Sue Allen, Boston Red Sox fan.

For many of the crew, this is their first duty assignment, and it's where responsibility is taught by placing



them in leadership roles. Department heads are not officers on board *USS Constitution*, they range in rank from E-4 to E-6.

Yeoman 3rd Class Louis Padilla is the administration department head, BM1 John A. Hutchinson is the deck department head, BM2 William Eno is the bachelors enlisted quarters department head and Fire Control Technician 2nd Class Kevin Ray is the public relations department head. The leadership skills they learn through their responsibilities prepare them for jobs anywhere in the fleet.

Wilson is a firm believer in giving responsibility to junior personnel. "When a Sailor comes to me and says, 'Chief I think we should do this' I don't say why, I just say do it." Wilson wants the people who work for him to be in his position one day. That's why he gives them the responsibilities they have.

Being good ambassadors for the U.S. Navy are what *Constitution* Sailors are all about.

"You can say the littlest thing and send 80 people walking away from the ship thinking good about you, *Constitution* and the entire Navy," SN Rory J. Lockowitz, an Elmwood, N.J., native, explained.

Apparently the perception of the Navy the public is receiving from *Constitution* Sailors is working, according to CDR Mike Beck, the 64th commanding officer of Old Ironsides.

"When a person leaves the ship or meets one of our Sailors, what they say most importantly is, 'Our youth are great,'" said Beck. "Our country is in great shape if the youth of our nation are like the men and women I have here today in the United States Navy." ⚓

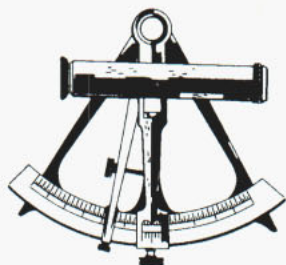
Alves is a photojournalist assigned to All Hands.



▲ SN LaTonya Graham helps bring *USS Constitution* to life by showing visitors the Quarterdeck area. The ship is open everyday of the year.

◀ MS1(SW) Gary Banaszek starts the day for *USS Constitution* by raising the Flag for morning colors.

USS CONSTITUTION



The History

Story by JO1 Lorraine Ramsdell

USS *Constitution* was one of six frigates authorized for construction by an act of Congress in 1794. Joshua Humphreys designed them to be the Navy's capital ships. Larger and more heavily armed than the standard run of frigate, *Constitution* and her sisters were formidable opponents even for some ships of the line.

Built in Boston of resilient live oak, *Constitution's* planks

were up to seven inches thick. Paul Revere forged the copper spikes and bolts that held the planks in place and the copper sheathing that protected the hull. Thus armed, she first put to sea in July 1798 and saw her first service patrolling the southeast coast of the United States during the Quasi-War with France.

In 1803 she was designated flagship for the Mediterranean squadron under Captain

Edward Preble and went to serve against the Barbary States of North Africa, which were demanding tribute from the United States in exchange for allowing American merchant vessels access to Mediterranean ports.

Preble began an aggressive campaign against Tripoli, blockading ports and bombarding fortifications. Finally Tripoli, Tunisia and Algeria agreed to a peace treaty.



Oct. 21, 1797

USS *Constitution* launched and christened at Edmond Hart's Shipyard, Boston.

Aug. 1798

Ordered into action in the Quasi-War with France.

1803-1806

Flagship, Mediterranean Squadron, Tripolitan War.

1812-1815

War with Great Britain.



Constitution patrolled the North African coast for two years after the war ended, to enforce the terms of the treaty.

She returned to Boston in 1807 for two years of refitting. The ship was recommissioned as flagship of the North Atlantic Squadron in 1809 under Commodore John Rodgers.

By early 1812, relations with Great Britain had deteriorated and the Navy began preparing for war, which was declared June 20. Captain Isaac

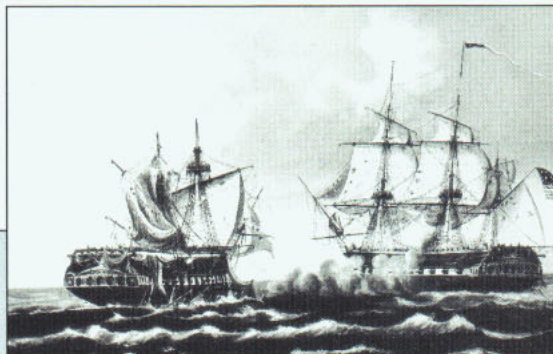
Hull, who had been appointed *Constitution's* commanding officer in 1810, put to sea July 12, without orders, to prevent being blockaded in port. His intention was to join the five ships of Rodgers' squadron.

Constitution sighted five ships off Egg Harbor, N.J., July 17. By the following

morning the lookouts had determined they were a British squadron that had sighted *Constitution* and were giving chase.

Aug. 18, 1812

Defeats 49-gun British frigate *Guerriere*. Crew bestows her with "Old Ironsides" nickname.



Dec. 29, 1812

Captures British frigate *Java* and five smaller vessels.

Finding themselves becalmed, Hull and his seasoned crew put boats over the side to tow their ship out of range. By using kedge anchors to draw the ship forward, and wetting the sails down to take advantage of every breath of wind, Hull slowly made headway against the pursuing British. After two days and nights of toil in the relentless July heat, *Constitution* finally eluded her pursuers.

But one month later, she met with one of them again — the frigate *Guerriere*. The British ship fired the first shot of the legendary battle; 20 minutes later, *Guerriere* was a dismasted hulk, so badly damaged that she was not worth towing to port. Hull had used his heavier broadsides and his ship's superior sailing ability, while the British, to their astonishment, saw that their shot

seemed to rebound harmlessly off *Constitution's* hull — giving her the nickname "Old Ironsides."

Under the command of William Bainbridge, Old Ironsides, met *Java*, another British frigate, in December. Their three-hour engagement left *Java* unfit for repair, so she was burned. *Constitution's* victories gave the American people a tremendous boost to morale, and raised the United States to the rank of a world-class naval power.

Despite having to spend many months in port, either under repair or because of blockades, *Constitution* managed eight more captures, including a British frigate and sloop sailing in company which she fought simultaneously, before peace was declared in 1815. After six years of extensive repairs,

she returned to duty as flagship of the Mediterranean Squadron. She sailed back to Boston in 1828.

An examination in 1830 found her unfit for sea, but the American public expressed great indignation at the recommendation that she be scrapped, especially after publication of Oliver Wendell Holmes' poem *Old Ironsides*. Congress passed an appropriation for reconstruction and in 1835



she was placed back in commission. She served as flagship in the Mediterranean and the South Pacific and made a 30-month voyage around the world beginning in March 1844.

In the 1850s she patrolled the African Coast in search of slavers, and during the Civil War served as a training ship for midshipmen.

After another period of rebuilding in 1871, she transported goods for the Paris Exposition of 1877 and

1828-1830

Laid up at Boston and condemned by naval commissioners, she was saved by a poem by Oliver Wendell Holmes.

March 1844

Begins 30-month voyage around the world.

August 1860

Assigned to train midshipmen at Annapolis, Md.

1931-1934

National cruise takes Old Ironsides to 90 American cities, returns to her place of honor in Boston harbor.

served once more as a training ship. Decommissioned in 1882, she was used as a receiving ship at Portsmouth, N.H. She returned to Boston to celebrate her centennial in 1897.

In 1905, public sentiment saved her once more from scrapping; in 1925 she was restored, through the donations of school children and patriotic groups. Recommissioned in 1931, she set out under tow for a tour of 90 port cities along the Atlantic, Gulf and Pacific Coasts of the United States.

More than 4,600,000 people visited her during the three-year journey. Having secured her position as an American icon, she returned to her home port of Boston. In 1941, she was placed in permanent commission, and an act of Congress in 1954 made the Secretary of the Navy responsible for her upkeep.

Now the oldest U.S. warship still in commission, *Constitution* remains a powerful reminder of the nation's earliest steps into dominance of the sea. ‡

Ramsdell is assigned to NROI Det. 206, Washington, D.C.

March 1996-1997

Completes 44-month restoration. Crew prepares for historic sail in July 1997, and Old Ironsides turns 200 Oct. 21, 1997.

'Old Ironsides'



By Oliver Wendell Holmes, 1830

*Aye, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rung the battle shout,
And burst the cannon's roar;
The meteor of the ocean air
Shall sweep the clouds no more!*

*Her decks, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood,
And waves were white below,
No more shall feel the victor's tread
Or know the conquered knee;
The harpies of the shore shall pluck
The eagle of the sea!*

*Oh, better that her shattered hulk
Should sink beneath the wave;
Her thunders shook the mighty deep,
And there should be her grave;
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms,
The lightning and the gale!*

Road to citizenship long but worth the trip

Story by JO2 Michael Blankenship, photo by PHC(AW/SW) Dave Kvello

The road to success is often long, winding and filled with obstacles. Success usually means taking risks and accepting challenges.

For Utilitiesman 3rd Class Nayem Ahmed of Naval Mobile Construction Battalion 74 in Gulfport, Miss., no risk is too great and no challenge too difficult. The 28-year-old Bangladesh native recently received his U.S. citizenship.

"It was a thrilling experience," said Ahmed, the youngest of six children. "Becoming a U.S. citizen has been my dream since I was a little boy."

"Growing up in Dhaka, Bangladesh," said Ahmed, "the population is very high, which makes it hard to find a job."

Ahmed's family struggled to make ends meet. In Bangladesh the standard of modern living meant having food, clothing and shelter. "My father worked very hard to support us. We never went hungry," said Ahmed.

Despite the family's success, Ahmed's parents wanted a better life for their children. They encouraged them to seek opportunities elsewhere. The new American said exposure to American culture through TV and movies was influential in his decision to immigrate. "We watched a lot of [news] and were impressed by the way of life over here. The United States seemed to have a better way of life, better educational oppor-

tunities and more jobs. It seemed like a golden opportunity," Ahmed said. In Bangladesh, Ahmed attended college in Dhaka where he studied electrical engineering.

The route to his "golden opportunity" wasn't exactly direct. It was costly and restrictions on his visa forced him to take a longer road.

He hoped to continue his engineering degree in the U.S. but had to begin a series of jobs once here to pay for his tuition.

"At the beginning I was very disappointed," he explained, "but I became satisfied knowing the opportunities would eventually come. I was in America so I was happy."

After working in the United States for three years, Ahmed was able to apply for citizenship. In early 1989, he submitted his

application and began the lengthy process while attending Los Angeles City College part time. Everyday on his way to class, Ahmed passed a bulletin board adorned with military recruiting posters.

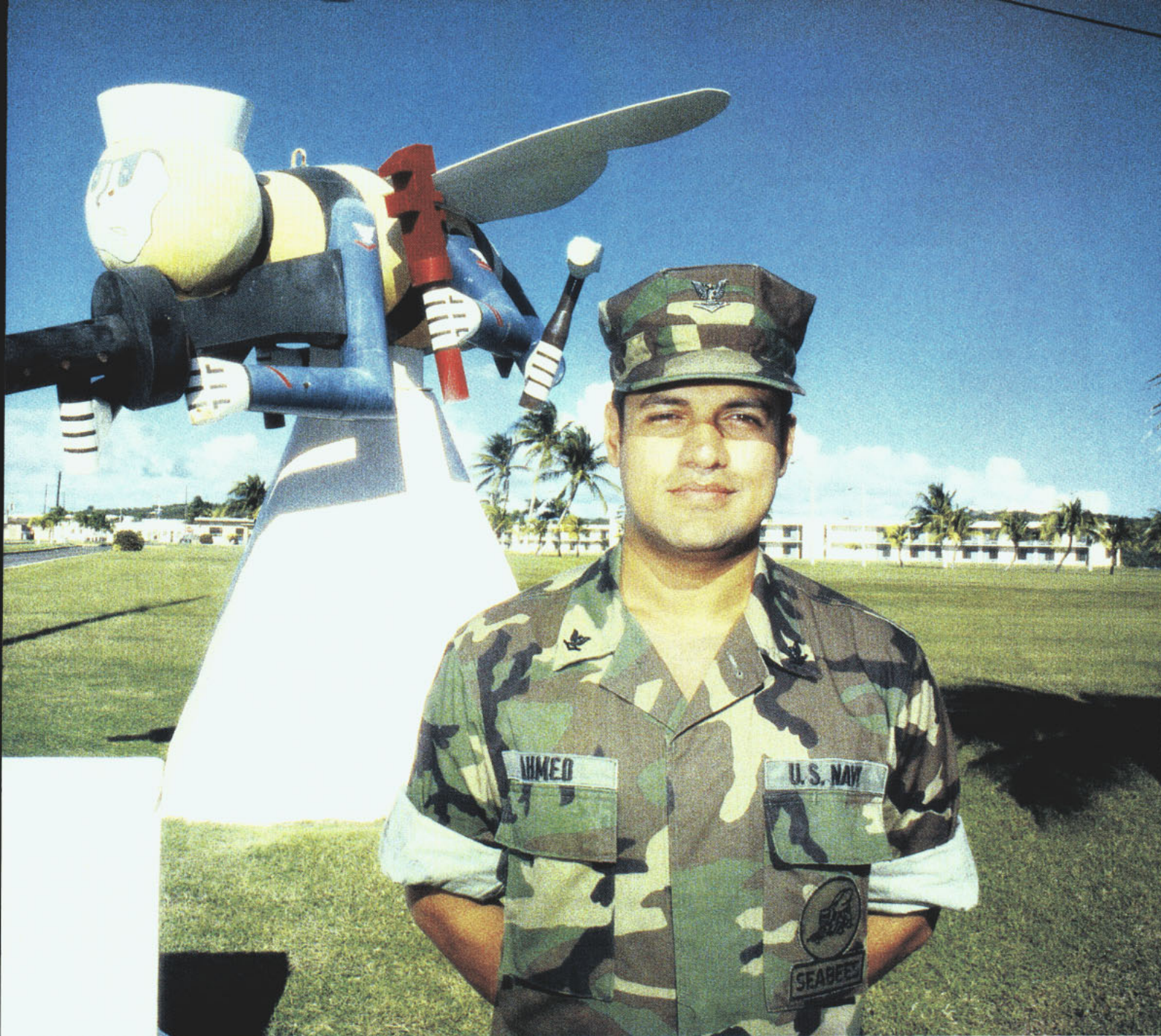
"I would stop and read them almost every day. Some days I would take brochures," he said. "I was interested but wasn't sure. I wanted to finish school

"Becoming a U.S. citizen has been my dream since I was a little boy."

— UT3 Nayem Ahmed

Photo by PHC (AW/SW) Dave Kvello





UT3 Nayem Ahmed of Naval Mobile Construction Battalion 74, stands proudly in front of the Seabee at Camp Moscrip, Puerto Rico. After a rocky, winding road from Bangladesh, Ahmed is now a U.S. citizen.

and then maybe become an officer." But the slow pace at which he was forced to take classes was taking its toll. Ahmed wanted to find a job that gave him better educational opportunities. Working on a farm paid little and he was usually too tired to muster enough energy to attend night classes. Then he talked to a Navy recruiter.

"As soon as the recruiter began talking about the Navy's educational benefits, I knew I wanted to enlist," he said with a smile. Nearly four years later,

Ahmed is proud of his decision.

"Joining the Navy has been one of the best things I've done since I've come to the United States. Becoming a citizen makes me even more proud to be in the military." ‡

Blankenship and Kvello are assigned to the Naval Mobile Construction Battalion 74 public affairs office.



▲ Nine hundred USS *Independence* (CV 62) Sailors spell out G'Day Mates upon their arrival in Sydney, Australia.

How many Sailors does it take to make a flag?

It was an Indian summer day in 1917 at the U.S. Naval Training Station, Great Lakes, Ill. The November breeze whipping off the shores of Lake Michigan gave just enough twang to the air to make one feel vigorous.

From every corner of the station, lines of American seamen in the stage of apprenticeship were converging in the mammoth parade grounds where thousands of other bluejackets had been reviewed by such celebrities as Theodore Roosevelt, William Howard Taft, Josephus Daniels and others. Thin lines of white tape covered the ground, and guided by them, thousands of bluejackets began a seemingly weird formation. It was indeed new, for Army and Navy drill regulations hold no mention of it. This formation went busily on for half an hour without any definite object being attained. Then suddenly, almost as though by mystic power, there stood out in vivid line and detail a true, living American flag. It was the first living flag of 10,000 bluejackets. It had a message, the words of Lincoln, "In union there is strength."

Arthur S. Mole's camera clicked as the 10,000

Sailors and officers stood rigidly at attention, having been brought together by a single command. Mole and his partner John D. Thomas went around to different bases and talked commanding officers into participating in these living photographs that have also been called "human pointillism." Shooting from hastily-constructed 70 to 80 foot towers made from one-by-fours and secured by guy wires, Mole preferred to photograph his short-lived works using military themes and people because it was almost impossible to make large numbers of civilians stand still for hours at a time.

As interesting as the picture itself is the manner in which the design was laid out on the huge drill ground. Expert photographers worked out an exact plan based on the law of perspective. This flag, laid out in proper proportions, would hardly be recognizable when photographed. Consequently, it was laid out with consideration to the law of perspective and viewed from the "eye of the camera," so that when photographed it stood out in its proper proportion. For instance, in the star in the extreme left-hand corner there were 65 Sailors, while in one of

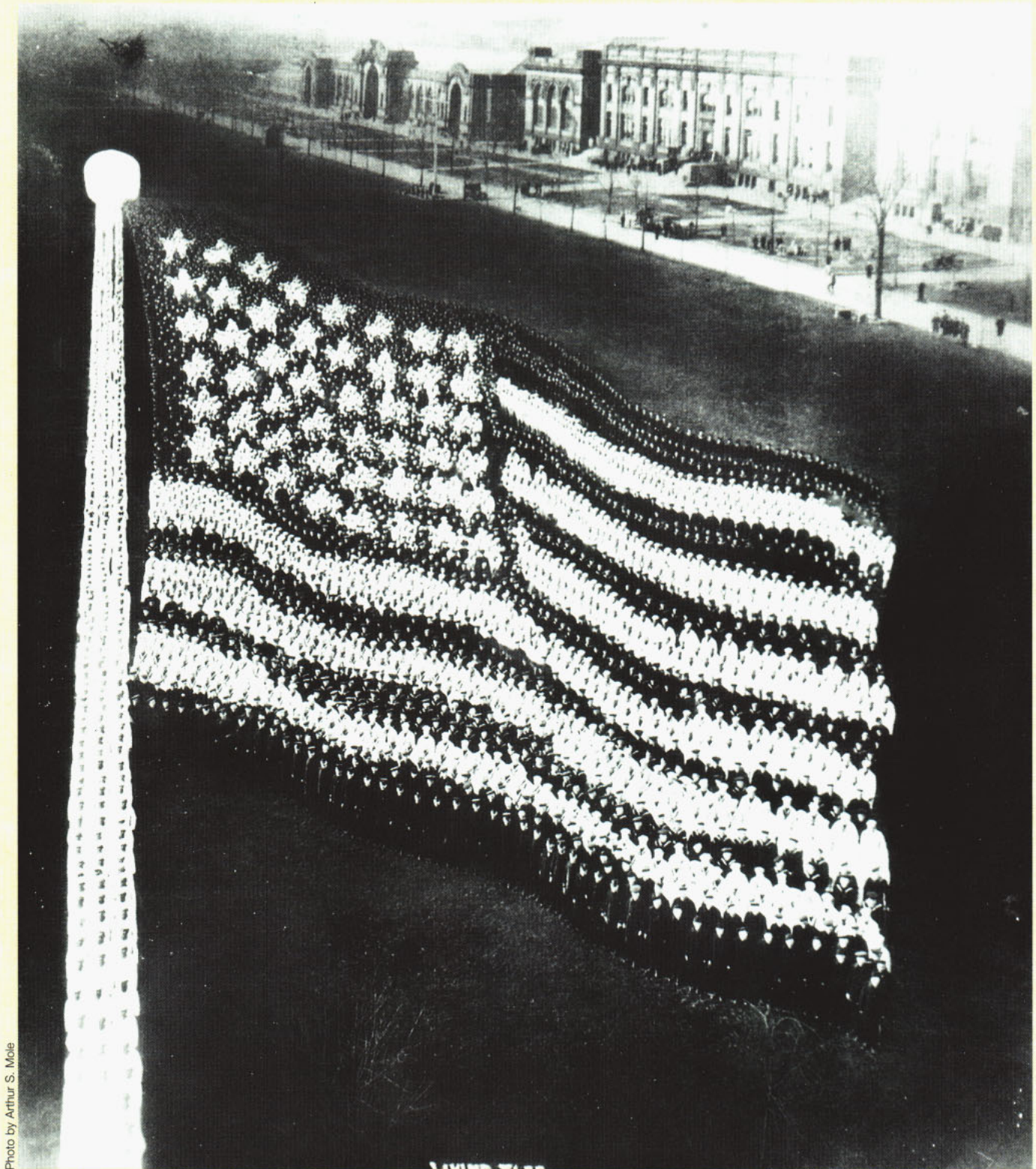
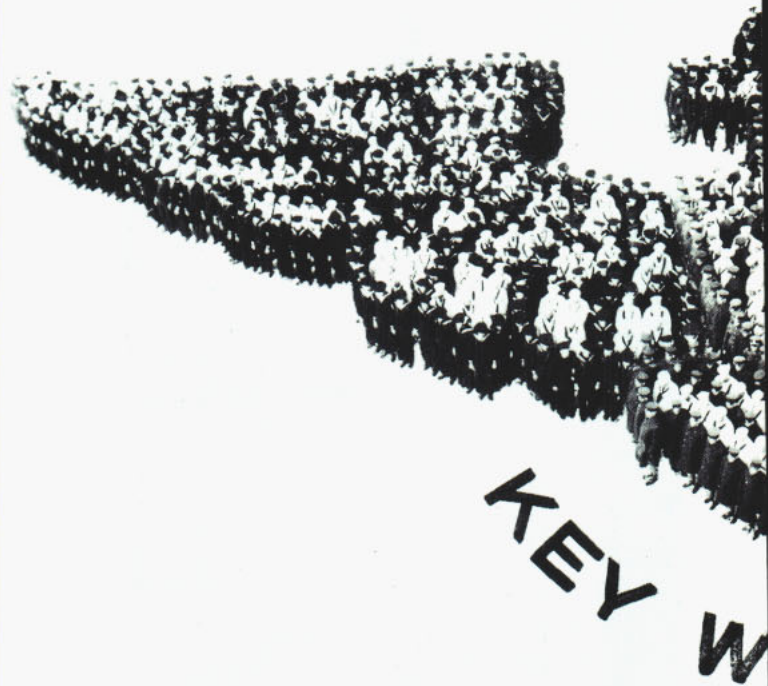


Photo by Arthur S. Mole

The following are some of the ground dimensions of the flag which seem almost incredible:

- * There were 250 Sailors in the ball. The ball was 237 feet long.
- * The pole (not including ball) measured 550 feet in length, 4 feet in width at the bottom, 6 feet in width at the top and required 700 Sailors.
- * The flag measured 143 feet at the top, 66 feet at the bottom, 350 feet on the left end and 184 feet at the right end.
- * The star field measured 143 feet at the top, 66 feet at the bottom, 350 feet at the left end and 184 feet at the right end.
- * The white stripes required 1,600 Sailors, 1,900 Sailors for the red stripes, 1,800 Sailors for the 48 stars and approximately 3,400 Sailors for the blue field.

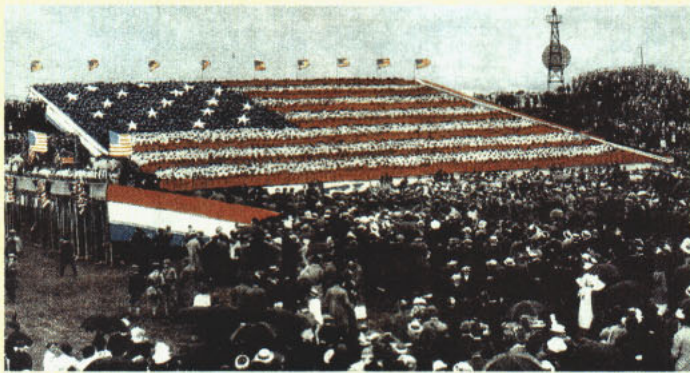
U.S. NAVAL



the extreme front stars there were only 12 Sailors.

Some of Mole's other works include a Human U.S. Shield of 30,000 officers and men at Camp Custer, Mich.; a Liberty Bell of 25,000 officers and men from Camp Dix, N.J.; the Human Statue of Liberty of 18,000 officers and men from Camp Dodge, Iowa; and the Living Uncle Sam of 19,000 officers and men from Camp Lee, Va. ‡

Source: *The Great Lakes Recruit*, December 1917.



Courtesy of the U.S. Naval Historical Center

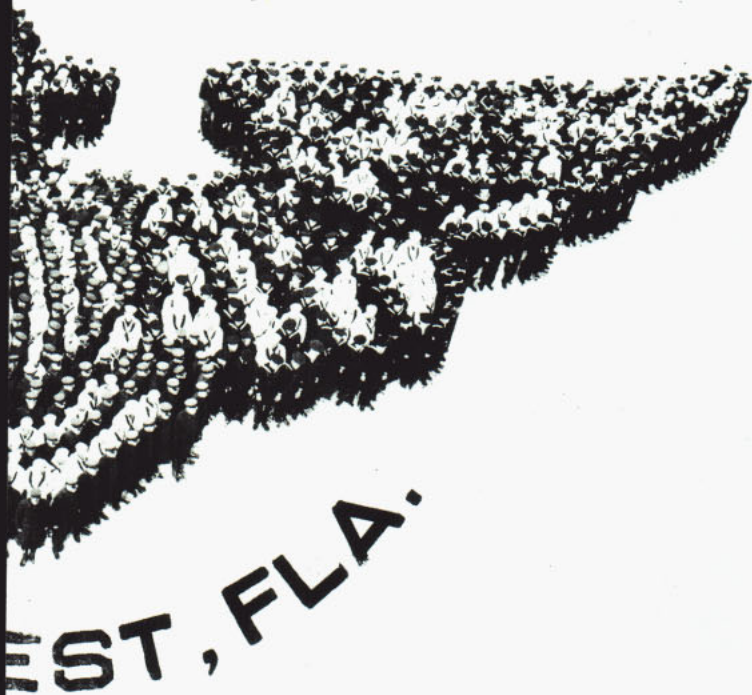
▲ The Wonderful Human Flag was composed of 6,500 school children at Fort McHenry, Sept. 12, 1914.

► The Emblem of Great Lakes Naval Training Station was formed by the men attached to the station. The figure of 100,000 refers to the number of recruits trained at the station.



Courtesy of the U.S. Naval Historical Center

AIR STATION



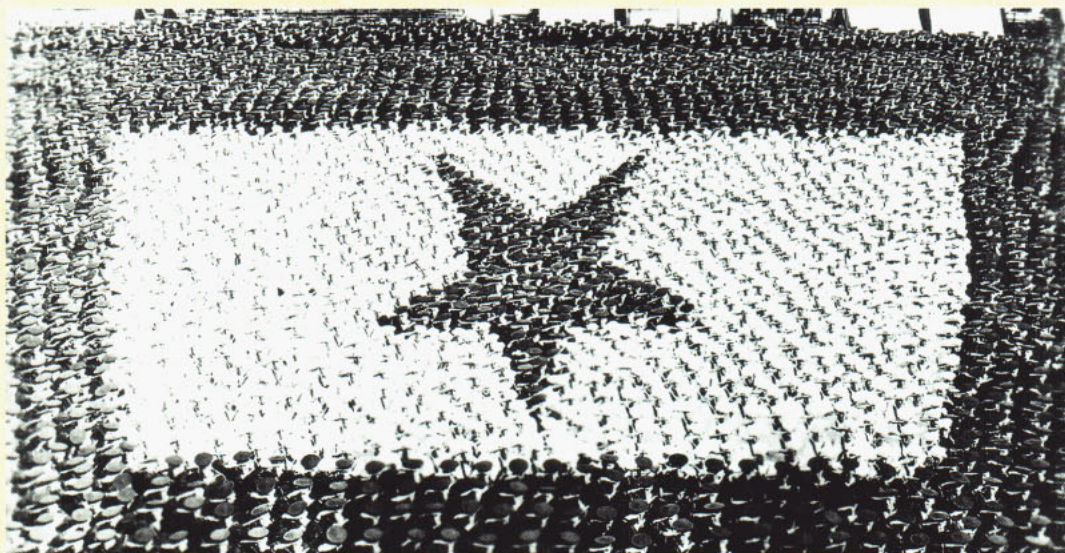
Courtesy of the U.S. Naval Historical Center

◀ U.S. Naval Air Station Key West, Fla., got involved in "human pointillism" and formed up to make a set of wings.

▼ Great Lakes Sailors spelled out America and also formed up to spell out Victory and Liberty sometime before the end of World War I.



Courtesy of the U.S. Naval Historical Center



Courtesy of the U.S. Naval Historical Center

▲ A Service Flag made up of saluting recruits was formed at U.S. Naval Training Station San Francisco, Calif., Oct. 4, 1918.

Around the Fleet



SM2 Michael Eaton, of Summerland Key, Fla., shows the Cub Scouts the proper way to fold the flag.

Scout Sailors teach flag etiquette

USS SCOUT (MCM 8) — Crew members aboard USS *Scout* (MCM 8), homeported in Ingleside, Texas, recently hosted 20 area Cub Scouts from Pack 151 of the Gulf Coast Council in South Texas to teach them flag etiquette.

Signalman 2nd Class Michael Eaton, of Summerland Key, Fla., taught the Cub Scouts the proper way to raise and lower the ensign as he performed colors

on the ship's fantail. He also showed the energetic, wide-eyed youngsters the proper way to fold the flag.

LCDR Steven Ritchie, *Scout's* commanding officer, presented the scouts with a ship's plaque and a flag. They also toured the *Avenger*-class mine countermeasures ship. ‡

Story by ENS Robert E. Greene, USS *Scout* (MCM 8), Ingleside, Texas.

SAILOR PROVIDES HELP IN TIME OF NEED

NORFOLK — When most people drive by the scene of an accident they usually slow down to gawk which usually creates a huge traffic standstill. Recently,

one man passing an accident decided to be a part of the solution.

Hull Technician 3rd Class Ruben Durant, a Bronx, N.Y., native became a hero.

"It was a rainy day and the streets were slippery and cold," Durant said. "A white car ran a red light

and was hit on the passenger's side. The car started spinning and was hit again by another car. When the spinning stopped, I got out of my car and told my passenger, 'I've got to get out there and help.'"

Durant yelled for help but no one answered his call. He checked the cars

and the people appeared to be shaken, but coherent.

"I then went to the small white car. The driver's door was locked and the windshield was smashed. I noticed a Spanish flag hanging in the car, so I started speaking Spanish," he said. "She started moving around a little bit. When she recovered consciousness, [she] panicked and became real nervous.

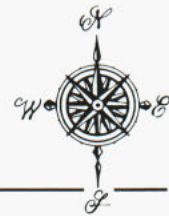
"Blood was coming from a gash on the side of her head," said Durant. "I took off my shirt and wrapped it around my hand and applied pressure to her head to cover her wound.

"When the paramedics and police arrived, I stayed with them so I could talk to the lady while they worked with her," explained the 26-year-old Sailor.

"I've been to schools where I learned cardiopulmonary resuscitation (CPR) and the basic skills," said Durant. "I learned that you can't be afraid. You've got to keep your cool.

"In the Navy I've learned responsibility, initiative and to go above and beyond the call of duty," he said. ‡

Story by Joel L. Hebensperger, Navy Public Affairs Center, Norfolk.



INSTALLATION EXCELLENCE

WASHINGTON — Naval Station Ingleside, Texas, is the 1997 Navy winner of the Commander in Chief's Installation Excellence Award.

The station is commanded by CAPT Donald E. Peters. Ingleside was chosen from a field of 11

competitors, each the winner in its own category.

Those winners are as follows: Commander in Chief, Atlantic Fleet — NAVSTA Ingleside; Commander in Chief, Pacific Fleet — NAS North Island, Calif.; Commander in Chief, U.S. Naval Forces Europe — NAS Sigonella, Sicily; Chief of Naval

Education and Training — NAS Whiting, Field, Fla.; Commander, Naval Facilities Engineering Command — CBC Port Hueneme, Calif.; Commander, Naval Sea Systems Command — NSWC Crane, Ind.; (INCUMBENT) Puget Sound Naval Shipyard, Wash.; Commander, Naval Supply Systems

Command — NAVICP Mechanicsburg, Pa.; Commander, Naval Reserve Force — NAS JRB Willow Grove, Pa.; Commander, Naval Computer and Telecommunications Command — NCTS Cutler, Maine; and Commander, Naval Security Group Command — NSGA Northwest (Chesapeake, Va.). ‡

John C. Stennis team saves ailing shipmate

NAS JACKSONVILLE, Fla. — USS *John C. Stennis* (CVN 74) and members from embarked squadrons VF-101, HS-5 and VS-41 recently provided medical assistance to a Sailor on board a nearby frigate.

The Sailor, a 35-year-old chief petty officer on board USS *De Wert* (FFG 45), suddenly developed severe chest pain and collapsed on the ship's navigation bridge. Since there was no medical officer on board the frigate, a call was made to the CV. Acting AIRLANT Detachment Medical Officer LCDR Mark Hoffman volunteered to help out to the ship.

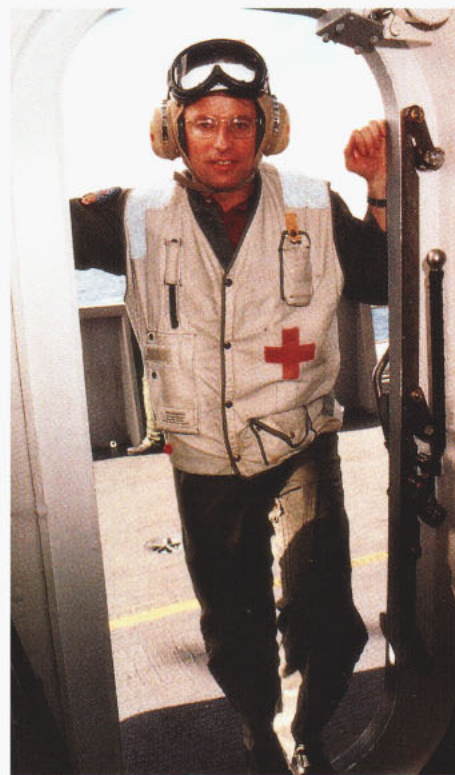
When Hoffman arrived on board the frigate, he found the patient revived and moved to the ship's medical spaces. He already had an IV, and oxygen was being administered by the ship's independent duty corpsman. Hoffman placed a monitor on the patient to assess the heart's rhythm.

The chief was continuing to suffer from chest pains and numbness in his arms — all of which are

symptoms of severe angina or a heart attack. According to Hoffman, the chief's physical exam, family history, plus two hours of chest pain convinced him that it was a heart attack and he had the patient flown to Jacksonville, Fla., for further treatment.

The patient continued to have intermittent chest pains throughout the flight to Jacksonville and Hoffman administered medication to keep him stable during the 45-minute flight until they reached NAS Jacksonville where he was rushed to the emergency room and treated.

"The ship made a good judgment call to interrupt carrier qualifications to launch the helo. Had the COs of *De Wert* and *John C. Stennis* decided not to get the Sailor off the ship, he may not have made it," Hoffman said. "Being where he is now and under the care he's getting, he has a better chance than if he had not been taken off his ship." ‡



LCDR Mark Hoffman provided medical attention to a Sailor in need.

Story by J02 C. Anthony Elder and photo by PH1(AW) James M. Williams, USS *John C. Stennis* (CVN 74).

Around the Fleet

12 NEW SHIPS

WASHINGTON — Sailors can look forward to 12 new ships entering the fleet in FY98 and FY99. The Bureau of Naval Personnel is already making plans to select top-notch personnel to run the new ships through their initial operations.

The eighth *Nimitz*-class aircraft carrier, *Harry S. Truman* (CVN 75), will enter the fleet in the summer of 1998 as the numerical replacement for *USS Independence* (CV 62). The first seven Flight II *Arleigh Burke*-class guided-missile destroyers will be commissioned in FY98 and FY99. The ships have an improved electronic warfare suite, extended range surface-to-air missiles and Link 16 an improved tactical information exchange system.

Expeditionary warfare forces will gain significant capability and modernization with the addition of the amphibious assault ship *Bon Homme Richard* (LHD 6) and the dock landing ship *Pearl Harbor* (LSD 52). *Pearl Harbor* will be the first LSD to have an integrated self-defense system. All other LSDs will be backfitted by 2002. *USS New Orleans* (LPH 11) and *USS Guam* (LPH 9), both built in the mid-

1960s, are scheduled for decommissioning.

The second *Seawolf* nuclear attack submarine,

Connecticut (SSN 22) is also scheduled to join the fleet in FY98. ‡



IC2 Frank Revenal (left) holds flowers while SA Ben Purdue and MSSA Jesse Roberts wait to place the wreath at the *Oneida* monument.

Bunker Hill Sailors attend ceremony for lost shipmates

YOKOSUKA, Japan — Twenty years after *USS Oneida* was struck by a British merchant ship, the commander in chief of the U.S. Asiatic Squadron joined crew members from his two ships at a memorial service held at Honmonji Buddhist Temple. Seventy-six Buddhist priests chanted prayers around a memorial that had been erected for those who perished in the accident, while Japanese salvage divers burned incense at the altar. It was the first recorded ritual held by Japanese Buddhists for deceased Christians.

On the 129th anniversary of the loss of *Oneida*, Sailors from forward-deployed naval forces in Yokosuka, Japan, gathered around that same stone monument to observe a ceremony on behalf of *Oneida*'s crew. Sailors in dress blue uniforms took a moment to scrub the stone to remove moss and make the inscription more legible. ‡

Story and photos by JO1 Lance Lindley, Commander U.S. Naval Forces Japan.

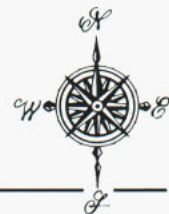
'EL CEMENTARIO INGLES'

PORT MAHON, Minorca — While deployed to the Mediterranean as part of the Naval Special Warfare Task Group, 6th Fleet, *USS Firebolt* (PC 10) made a port visit to the Spanish island of Minorca, part of the Balearic Islands. The crew of *Firebolt*, based in Little Creek, Va., cleaned up a nearly forgotten American cemetery — the resting place for more than 30 19th century naval officers, Sailors and family members. Members of foreign navies are also buried in "el Cementerio Ingles."

Port Mahon, Spain, was once the home of the U.S. Mediterranean Squadron and the Navy has called at the port for nearly 200 years. Before Annapolis was established, midshipmen underwent their professional training there. *Firebolt*'s crew found the cemetery on the far shore of what is known as Bloody Island.

"When we first looked at the cemetery, we were amazed at the amount of undergrowth," said Engineman 1st Class (SW) Paul Westrich of Niagara, Wis. "The place looked like a jungle."

Spanish authorities provides some tools, and the crew hand cut and



stacked the brush. They also whitewashed the cemetery walls and graves. The men and women buried in this long-forgotten naval cemetery gave their lives in the service of their country. With the help of the Navy, these Sailors can rest in peace and be remembered for their service in a most fitting way. ‡

Story by LT Brian Willemssen, USS Firebolt (PC 10).

ENVIRONMENTAL AWARDS

WASHINGTON — Three Navy commands and one individual are winners of the Secretary of Defense Environmental Security Award for FY96.

Naval Surface Warfare Center, Indian Head, Md., won in two categories: Natural Resources Conservation, small installation; and Environmental Quality, industrial installation.

Catherine M. Zielske, Naval Amphibious Base Little Creek, Va., won in the Natural Resources Conservation, individual category.

The New Attack Submarine Program, Arlington, Va., won in the Pollution Prevention, Weapons System Acquisition Team category.

The Environmental

Cleanup category award went to NAS North Island, Calif. ‡

TRADING 'GUNS FOR GOONEYS'

MIDWAY ISLAND — The Navy traded "guns for gooneys" when Secretary of the Navy John H. Dalton transferred possession of Midway Island to the Department of the Interior and the U.S. Fish and Wildlife Service in ceremonies this spring.

Midway is the home of the Laysan Albatross (*Diomedea immutabilis*), widely known as the "Gooney Bird" because of their comic attempts to land and take off from their island roosts.

Fifty-five years after the Battle of Midway in which more than 3,000 Sailors and Marines on both sides lost their lives, the island is now the scene of more peaceful efforts on the front lines of another battle — that of environmental conservation.

In 1988, a refuge was created on the existing base. Now the entire island will become a wildlife refuge.

"We have a duty to protect the lands, waterways and airspace entrusted to our care," said the secretary. "It is a responsibility that the Navy takes seriously." ‡

WHALE WATCHER HOMEPAGE

WASHINGTON — The Office of Naval Research (ONR) is applying the technology used to detect and track submarines underwater to helping the

endangered Northern Right Whale.

This project, with video and audio files, is available on the world wide web at ONR's home page <<http://www.onr.navy.mil>>. Just click on "What's New." ‡



YOKOSUKA, Japan — More than 100 bicycles lined the pier during USS *Independence's* (CV 62) recent Ship's Restricted Availability (SRA) in-port period. This is the transportation of the majority of Japanese nationals who are the work force at Ship Repair Facility, Yokosuka. They helped complete everything from replacing more than 110,000 square feet of non-skid between the flight deck and hangar bay, to refurbishing the mess decks and berthing in several compartments. ‡

Story by JOSN Joseph Rehana and photo by PH2 Lou Messing, USS Independence (CV 62).

Around the Fleet

VOLUNTEERISM

PENSACOLA, Fla. — The Navy League, Pensacola, Fla., named Corry Station's Electronics Technician 2nd Class (SW) Denise C. Carpenter this year's top enlisted Navy volunteer.

Carpenter, a calibration laboratory supervisor at the station's Electronic Warfare and Technology School, received the Margaret Flowers Civic Award for her extensive volunteer efforts.

"It's nice to be recognized for the work you do," said Carpenter, a native of North Platte, Neb., who said she will

continue to volunteer.

Carpenter donated more than 80 off-duty hours as a youth motiva-



ET2(SW) Denise Carpenter and her student, 10-year-old Amanda Walker, read during their weekly tutoring session.

tor to a fourth grade student at Warrington Elementary School. She led a group of 20 volunteers who installed wiring for Internet access at the school on "NetDay '96." She also donated more

than 150 off-duty hours with the Escambia County Council on Aging "Meals on Wheels" program.

Carpenter is also active in Big Sisters and Special Olympics programs.

"It really makes you feel good to know that you're helping someone," she said.

"All of the programs Petty Officer Carpenter volunteers with center around people. It's obvious that she helps those in need," said Corry Station's Command Master Chief FCCM(SW) Bernard B. Quibilan.

Carpenter is working toward a bachelor's

degree in accounting at Troy State University. She also hopes to get into an officer program. ‡

Story by J03 Glenn B. Hopper III and photo by PH2 Eric W. Kleinkopf, Naval Technical Training Center, Corry Station, Pensacola, Fla.

JOB ASSISTANCE TEAM AT SEA

SYDNEY — For the second consecutive year, USS *Independence* (CV 62) Battle Group has been under way during the Far East Job Fair, Yokosuka, Japan. This time, the Mobile Job Assistant Team (MJAT) flew to Australia to join the battle group and help Sailors within one year of separation, retirement or transfer to the Fleet Reserve prepare for their second career.

Classroom training and computer-assisted resume programs gave more than 200 Sailors an idea of the civilian job market.

"The classes and training give Sailors a good feeling as they're getting out of the Navy," said Master Chief Navy Counselor (SW) Wilfred L. Cotto. "They may decide it's a better option for them to stay on active duty. We encourage people to stay on active duty." ‡

Story by JOSN Joseph L. Rehana, USS Independence (CV 62).



Photo by PHAN Timothy C. Ward

Descending from an HH-60H helicopter assigned to Anti-Submarine Squadron 2, Marines practice "fast-rope" skills necessary for boarding potentially hostile ships at sea. *Constellation* and its embarked Marine detachment are en route to the Arabian Gulf to enforce no-fly zones and monitor shipping to and from the region. The Marines were aboard USS *Constellation* (CV 64) deployed in the central Pacific Ocean.



Part-time country music recording star, full-time Sailor

USS MOUNT WHITNEY

(LCC 20) — Radioman Seaman Aaron MacRogers is on the radio. That's not too unusual considering he's a Navy radioman, but there's another airwave side to this *Mount Whitney* Sailor.

Before joining the Navy, MacRogers was known as "Mac Rogers," a rising country music artist with a recording contract under Sun Records. In a business where so many country music entertainers try and fail, it's a rarity to hear new voices climbing quickly through the ranks. Beating the odds — signing a record contract and making the charts — are things that most people only dream about.

MacRogers made his dream a reality. His compact disc titled "Honkytonkville" made the top 50 on the country music charts and his music video has been aired on Country Music Television. His entire life has focused on entertainment.

"I've sung all my life in choir, school and church," explained



Photo by PH3 Chet Alexander

Mount Whitney's RMSN Aaron MacRogers is assigned to the ship's communications department. He postponed his show business career to devote time to his family and his country.

MacRogers. But it wasn't until 1990 that events in his life pointed him in the music business direction. "I was dared to enter a talent contest and it kind of sparked an interest in country music."

Why would this country singer leave the stage to join the Navy?

"I was just married when I started in the country music business," said MacRogers. "It was very difficult to build a career in the business, so I decided to take a break

and work on marriage."

MacRogers is focusing on his naval career. He has taken some college courses and is working toward a degree. When he leaves the Navy, it will be to return to country music. "Singing is what I do best," said MacRogers. "I give it my all and intend to go back to see where it will lead." †

Story by JOSA Margy Hannon, *USS Mount Whitney* (LCC 20).

JFK's FIRST SKIPPER COMES HOME

USS JOHN F. KENNEDY (CV 67) — For some, there is nothing more heart-warming than coming home. When that home-coming is to a naval vessel, it takes on a whole

new meaning.

USS John F. Kennedy (CV 67) recently welcomed home its first commanding officer while operating in the Western Atlantic. Retired RADM Earl P. Yates flew on board the underway carrier to reminisce and see firsthand how the ship has progressed.

Yates became the skipper of *JFK* in September 1968 after its commissioning.

"A ship takes on the personality of the Sailors who get it started," said Yates. "It's a wonderful opportunity to make a mark in the Navy and leave it.

"I think the people who

came to *JFK* caught the spirit of John F. Kennedy," Yates said. "He was truly a charismatic leader. Everybody felt they were a little bit special for just being a part of the crew." †

Story by JOSN Kaye Sweeter, *USS John F. Kennedy* (CV 67) public affairs office.

Charthouse

BUPERS correcting enlistment bonus errors; Sailors to receive back pay

Bureau of Naval Personnel (BUPERS) officials have taken steps to correct errors in some enlistment bonus (EB) contracts written between Oct. 1, 1993, and Jan. 31, 1997.

As a result of apparent administrative errors some incorrect EB amounts were entered on contracts.

Sailors with an EB contract written between Oct. 1, 1993, and Jan. 31, 1997, who think they may have been paid less than the correct amount, should forward the incorrect contract to BUPERS (PERS 204),

via their Personnel Support Detachment or training activity. BUPERS will then take measures to correct the errors and pay the correct bonus.

BUPERS will submit corrective paperwork, if required, to the Board for Correction of Naval Records directly, without more action by individual Sailors. Submission procedures and additional information are available in NAVADMIN 065/97, or by contacting BUPERS (PERS 204) at DSN 225-2067 or (703) 614-2067. ‡

Household Goods Helpline expanded

Sailors overseas can call the Naval Supply Systems Command (NAV-SUP) Household Goods Helpline Service at 1-800-14-2402 from within Australia; at (030) 008-00-12-4861 in Greece; at (039) 167-87-4113 from within Italy; and at (884) 0038-12-0124 in Korea.

Sailors in the United States, Guam, Puerto Rico and Tunisia receive similar assistance by calling 1-800-444-7789. Other worldwide callers may reach the Helpline at DSN 430-2448 or commercial (717) 790-2448.

Helpline hours have expanded to 6:30 a.m. to 9 p.m., EST, Monday through Friday. ‡



Navy offers linguist career opportunities

Sailors with language skills may have a career opportunity as a Navy Linguist (Cryptologic Technician (Interpretive) (CTI)), according to NAVADMIN 61/97.

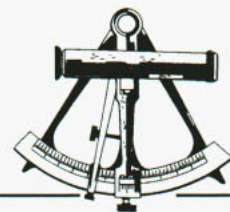
The Navy needs Sailors in pay grades E-2 through E-5 who proficiently speak, read and/or write Spanish, French, Portuguese, Arabic, Persian-Farsi, Chinese (Mandarin), Korean, Vietnamese, Cambodian, Serbian and Croatian and Russian.

Sailors in CREO II or III ratings; merging or disestablishing ratings; or undesignated seamen, firemen or airmen are especially encouraged to consider the conversion.

As a CREO I rating, CTI has excellent advancement opportunity (E-4 at 100 percent), outstanding SRB offerings and special language proficiency pay.

NAVADMIN 61/97 contains further details on application requirements.

For more information, see your command career counselor. ‡



Operation *Be Fit* emphasizes sports and physical fitness

DOD's new physical fitness program Operation *Be Fit* will serve as a blueprint to foster a renewed emphasis on the physical fitness of the entire military community, according to Fred Pang, Assistant Secretary of Defense for Force Management Policy. "It will also let DOD set the standard and assume national leadership in comprehensive physical fitness programs and activities," said Pang.

The operation focuses on improved and expanded programs in physical fitness and sports, plus recreation activities involving physical activity. DOD will also take steps to encourage all members of the military communi-

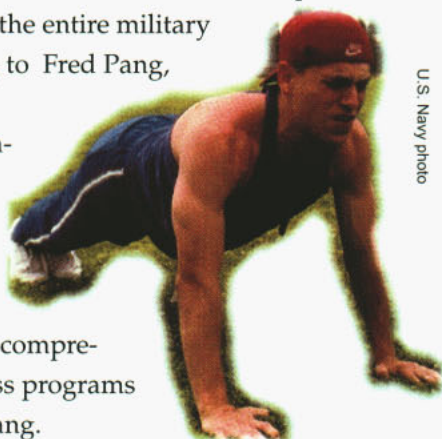
ty to participate in the programs.

The initiative builds on programs already within each of the services by combining expertise within the department. It will add DOD emphasis and endorsement to these efforts.

"Maintaining the peace through military training and preparedness — and fighting a

war if necessary — calls for men and women who are extremely fit," Pang said. "It's the human side of force modernization.

"When a military community's participation in regular physical activity increases," he said, "we free up health care dollars that can be used for other critical needs. We also get the significant benefit of having a total work force that does the job better than ever before." ‡



U.S. Navy photo

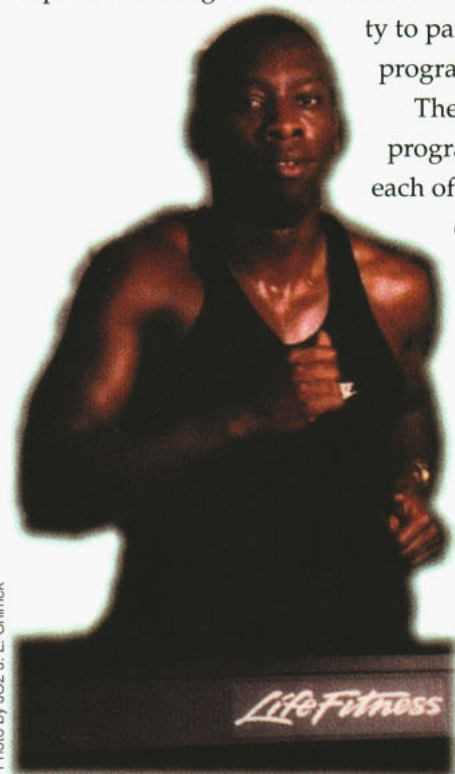


Photo by JO2 J. L. Chirnick

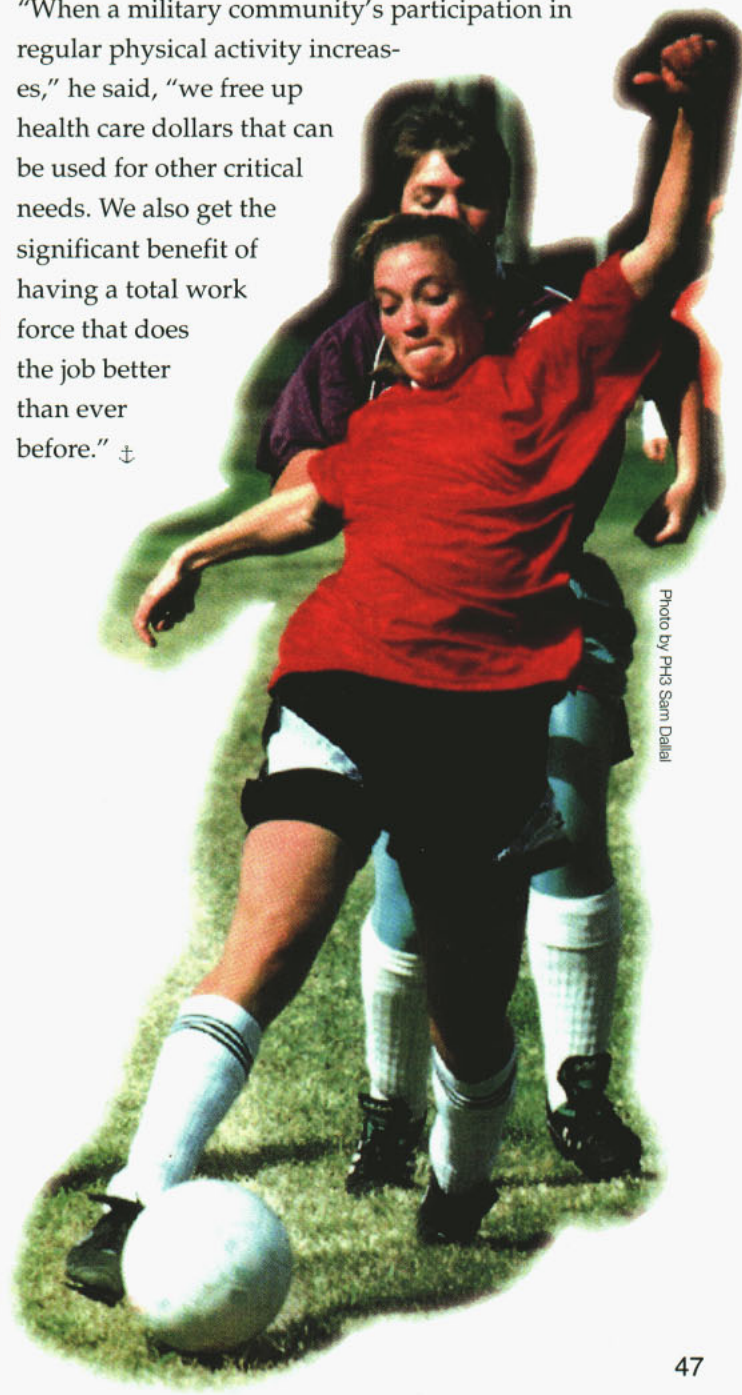


Photo by PH3 Sam Dattal

Shipmates



Aviation Electrician's Mate 3rd Class Christine J. Engard was selected Helicopter Tactical Wing (U.S. Pacific Fleet) 1997 Junior Shore Sailor of the Year. Engard, a native of Fort Sill, Okla., was recognized for creating a new maintenance training data base.



ENS Lareava S. Thompson was recently commissioned aboard USS *John F. Kennedy* (CV 67). The Florida native and former chief boatswain's mate is the first woman Sailor stationed aboard *John F. Kennedy*. She is also the first woman to be commissioned aboard the aircraft carrier.



Machinist's Mate Fireman Apprentice Joseph E. Ashworth was selected USS *Frank Cable's* (AS 40) Bluejacket of the Quarter (3rd quarter 1996). The Santa Rosa, Calif., native was chosen for his devotion to the job while repairing parts for 7th Fleet submarines and surface ships and his qualification as "Top Watch" in the ship's engine room.



Yeoman 1st Class John Edward Marsh was selected Senior Shore Sailor of the Quarter (4th quarter 1996) at Fleet Information Warfare Center Detachment, San Diego. The Montgomery, Ala., native was recognized for his leadership and managerial skills in the administrative department.



Aviation Machinist's Mate (AW) Raul Elago Garcia was named Helicopter Anti-Submarine Squadron Light 37's 1996 Shore Sailor of the Year. A native of Olongapo City, Republic of the Philippines, Garcia was selected for his technical knowledge, leadership skills and dedication to the squadron and the Navy.

June **ALL HANDS** Contributors

JO2 Jeremy Allen
JO2 Chris Alves
PH1 Dolores L. Anglin
William E. Beamon
JO2 Michael Blankenship
PHAN David Carter
PH3 Sam Dallal
JO2 C. Anthony Elder

JO2 Rodney Furry
ENS Robert E. Greene
PH1 Jim Hampshire
Randy Hepp
DM2 Brian Hickerson
PHAN Brian Hoosak
PHC(AW/SW) Dave Kvello
JO1 Lance Lindley

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All Hands (USPS 372-970; ISSN 0002-5577) (Number 962) is published monthly by Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20373-5819. Periodical-class postage is paid at Washington, D.C. 20374 and additional mailing offices.

Subscriptions: For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or call (202) 512-1800.

Postmaster: Send address changes to *All Hands* magazine, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20373-5819.

Editorial Offices: Send submissions and correspondence to: Naval Media Center, Publishing Division, ATTN: Editor, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20373-5819. Phone (202) 433-4171 or DSN 288-4171. Fax (202) 433-4747 or DSN 288-4747.

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Message: NAVMEDIACEN WASHINGTON DC //32//

Authorization: The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing have been approved by the Navy Publications and Printing Committee. ClipArt Images from CorelDraw 5.0 were used to prepare this magazine.



Photo by P13 Sam Daliai

Fireworks light up the night sky over Washington, D.C., every Fourth of July.



Photos by PHAN David Carter



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Key to success: "Always aim to do the job of the pay grade above you, while keeping the perspective of the pay grades below you."

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